US 30 — Schuyler to Fremont Advisory Panel

Report to

the Nebraska Department of Roads

and

the Federal Highway Administration

December 11, 2006

US-30 Schuyler to Fremont Advisory Panel

We, the members of the US-30 Schuyler to Fremont Advisory Panel submit this report on our analyses and recommendations regarding the proposed upgrade of US-30 to a new four-lane expressway between Schuyler and Fremont to the Nebraska Department of Roads and the Federal Highway Administration, this 11th day of December, 2006.

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US 30 SCHUYLER TO FREMONT ADVISORY PANEL REPORT

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SIGNATURE SHEET

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SUMMARY OF PANEL FINDINGS AND RECOMMENDATIONS

Majority Opinion

A majority of the US 30 Advisory Panel members recommend that the Nebraska Department of Roads (NDOR) build Alternative 8.

A majority of the Panel supports this recommendation with the following observations. Regardless of scenario, Alternative 8:

- takes the fewest farm homes and farm buildings;
- provides the best opportunity to place distance between the proposed roadway and the railroad;
- takes the fewest acres of high value land;
- provides the best opportunity to place distance between the proposed roadway and the schools and daycares in North Bend;
- splits the fewest number of acres of farmland properties;
- furnishes the best opportunity for economic growth and development around North Bend; and
- provides one of the best possibilities for the construction of an interchange at Highway 79 at some point in the future.

Minority Opinion

Members representing the minority opinion respect and appreciate the hard work and dedication to the project displayed by the other Panel members. However, representatives for the City of Fremont and Dodge County feel the choice of Alternative 8 as the preferred alternative is misguided and fiscally irresponsible. Alternative 8 would relinquish the greatest number of miles of existing US 30 to Dodge County for upkeep and maintenance, which has the potential to negatively impact local taxes.

Members representing the minority opinion would prefer a hybrid alternative composed of Alternatives 7 and 6 to any of the build alternatives under consideration.

Recommendations

Even though current traffic volumes do not warrant an interchange at Highway 79, the entire Panel strongly recommends one be built as part of the initial construction of the project to address the overwhelming public concern voiced during this process regarding traffic safety.

The Panel members also strongly recommend that NDOR work closely and cooperatively with Dodge County to develop a relinquishment agreement that reduces the financial burden placed on the County.

Members of the Agriculture & Property Owners Interest Group and the Diking & Drainage Interest Group recommend that an Advisory Group be formed to work with NDOR throughout project development to ensure that local drainage concerns are taken into consideration.

Other Suggestions

The Panel would like NDOR to consider partnering with the Lower Platte North Natural Resource District to assess the possibility of providing additional flood protection to Fremont by converting the gravel road that runs parallel to the Fremont Cutoff Ditch on its east side into a dike or levee.

The Panel also would like NDOR to consider paving County Road 18 from its intersection with Alternative 8 south to Fremont Lakes

State Recreation Area along existing US 30 to provide visitors to this recreational area a direct route from the new highway.

The Panel encourages continued discussion among effected parties regarding methods to limit impacts associated with ice jam floods within the project corridor.

The Panel would like NDOR to consider paving County Road 20th Avenue from its intersection with Alternative 8 south to County Road T to provide alternate access to West 23rd Street.

Interest Group Criteria

The following is a list of the final criteria used by each Interest Group to evaluate the alternative alignments under consideration.

Agriculture & Property Owners Interest Group

- Minimize the splitting of farms which results in irregularly shaped and potentially landlocked parcels
- Minimize the number of total acres taken
- Minimize the number of acres of high value land (based on soil type and land use) taken
- Minimize the number of farm homes and farm buildings taken
- Minimize the disruption of surface drainage, tile drainage and irrigation
- Minimize the number of miles of existing US 30 that Dodge County would be required to repair and maintain

Business/Economic Development Interest Group

- Provide convenient access to 23rd Street, Military Ave. & the Municipal Airport in Fremont
- Maximize traffic safety at Highway 79 and proposed US 30
- Provide adequate and convenient access to North Bend
- Allow for future economic growth and development around the bypass of North Bend
- Avoid proximity of roadway to railroad to improve safety for the motoring public
- Minimize the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes

Community Affairs Interest Group

- Maximize safety of traffic at Highway 79 as it crosses proposed US 30
- Provide convenient access to and from existing road systems (i.e., school buses, emergency services, etc.)
- Avoid proximity of proposed US 30 to schools and daycares
- Minimize through traffic volumes on existing US 30

Diking & Drainage Interest Group

- Prevent loss of existing natural wetlands
- Minimize temporary impacts of the roadway on feeder ditches
- Minimize damage caused by highway project to drain tiles

Local Government Interest Group

- Provide direct access to west 23rd Street (Fremont) from proposed US 30
- Maximize traffic safety at Highway 79 and proposed US 30
- Minimize the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes
- Provide convenient access to Christensen Business Park
- Allow for future expansion of North Bend

PROJECT HISTORY

US 30 is a major east-west route through Nebraska. It provides the only direct connection between Columbus and Fremont, two of the larger service and trade centers in this area of the state. Over the years, as commercial and industrial development has come to the area, the traffic volumes along US 30 have increased, especially the number of heavy commercial vehicles. As a result, safety and convenience of the motoring public have become concerns.

In 1988 the Nebraska Department of Roads (NDOR) conducted a statewide Needs Study. As part of this study, NDOR engineers reviewed socioeconomic data for all of Nebraska. This data included population and demographic trends, general economic activity, agricultural production, employment data, etc. This initial review precipitated the development of an expanded Expressway System of approximately 600 miles. The study concluded that the segment of US 30 between Columbus and Fremont met the criteria for inclusion in this Expressway System.

In 1993, a formal study of the US 30 corridor between Columbus and Fremont began. This study proposed upgrading US 30 from a two-lane highway to a four-lane partially access-controlled divided highway. Public Information Meetings were held in October and November of 1994 and in October of 1995. Three build alternatives were originally shown to the public (Alternatives 1, 2 and 2A) for the segment of the study from North Bend to Fremont. A fourth build alternative (Alternative 3) was developed by NDOR for this section as a result of comments provided by the public at the 1994 Public Information Meetings.

Two Location Public Hearings were held, one in Columbus and one in Fremont, in December 1997. At the Public Hearings, NDOR presented Alternative 3, as its preferred alternative based on engineering and environmental factors as well as strong public support received from the Public Meeting in October 1995. However, it became apparent at the Public Hearing in Fremont that Dodge County and a segment of the public were steadfastly opposed to Alternative 3 based on several concerns that included drainage, flood control, safety and roadway relinquishment.

With a lack of consensus expressed for any of the alternatives shown at the Public Hearing for the North Bend to Fremont segment of project, NDOR decided to finalize the environmental assessment for the Columbus to Schuyler portion of the project and further study the remaining portion of the project, including the North Bend to Fremont segment.

In April and December of 1998, NDOR met with elected officials from North Bend, Fremont and Dodge County in an attempt to reach a consensus on an alternative. As a result of these meetings, minor changes were made to Alternative 2A in what appeared to be a general agreement on an alternative. In addition, NDOR drew up a relinquishment agreement for Alternative 2A which was sent to both Dodge County and North Bend in February of 1999. This agreement was the first step in the process of negotiating roadway relinquishment and assumed that the impasse over an alternative would soon be broken and support for an alternative would be reached.

Between 1999 and 2004, NDOR continued to meet with elected officials from North Bend, Fremont and Dodge County as well as with local, state and federal agencies and the general

public. Also during this time, additional studies were conducted to address drainage, flooding and flood protection concerns.

By 2004, when clear support had not materialized for any of the highway alternatives, NDOR sought conflict resolution assistance from the U.S. Institute for Environmental Conflict Resolution (USIECR).

The USIECR worked with NDOR and the various stakeholder groups within the remaining segment of the project to select a third party from its National Roster of Environmental Dispute Resolution and Consensus Building Professionals to conduct an independent conflict assessment and provide mediation services.

The Mediators conducted a conflict assessment along the remaining segment of the project between November 2004 and February 2005. After listening to the residents who live in the project area as well as reviewing project documents and news media stories, the Mediators were able to identify local concerns and gauge the magnitude of each concern as it related to the location of an improved US 30. These concerns and a recommendation as to how the mediation process might be structured were presented to the USIECR in a report.

The Mediators recommended forming an advisory panel to allow affected and interested segments of the population to be represented by a reasonably-sized body that could share information in an effort to reach an informed agreement on a recommended location for an improved US 30 between Schuyler and Fremont. As a way to provide the panel with input, two mass mailings were incorporated into the mediation process to allow residents the opportunity to voice their concerns and identify those issues that should be considered when evaluating the various highway alternatives.

ADVISORY PANEL FORMATION

Background

The formation of a US 30 Advisory Panel was recommended by the Mediators as a means of allowing affected and interested segments of the population to be represented by a reasonably-sized body that could share information in an effort to reach an informed agreement on a recommended location for an improved US 30, primarily between North Bend and Fremont.

The US 30 Advisory Panel was assembled representing the following interest areas.

- agriculture & property owners,
- business/economic development,
- community affairs,
- diking & drainage, and
- local government.

The Mediators contacted appropriate persons, groups and organizations representing these interest areas, asking that a representative be chosen to serve on the Panel. Officials from Schuyler and Colfax County were contacted, however, they decided that since the main concern to be addressed by the Panel was where the highway would be located between North Bend and Fremont, they would decline representation on the Panel. The following is a result of that process:

Agriculture & Property Owners
- **James Paulson**, (Lallman, Paulson & Brettmann, Inc.)
- **Bill Taylor**
- **Doug Wamberg**

Business/Economic Development
- Union Pacific Railroad selected **Pat Halsted**
- Fremont Chamber of Commerce selected **Harold Hollins**
- North Bend Chamber of Commerce selected **Rodney A. Johnson**

Community Affairs
- North Bend School District selected **James P. Havelka**
- North Bend Fire Department selected **Richard G. King**
- Fremont School District selected **Steve Sexton**
- Pioneer Lake & adjacent homeowners selected **Mike Stratman**

Diking & Drainage
- Cotterell Diking & Drainage District selected **Michael G. Eason**
- Ames Diking & Drainage District selected **Grant Hansen**
- North Bend Drainage District selected **Larry Ruzicka**

Local Government
- City of North Bend selected **Mark Johnson**
- Dodge County Board of Supervisors selected **Dean Lux**
- City of Fremont selected **Derril Marshall**

In addition, three resource agencies agreed to work with the Panel as technical advisors.
- **Randy Behm** – US Army Corps of Engineers, Omaha District
- **Brian Dunnigan** – Nebraska Department of Natural Resources
- **John Miyoshi** – Lower Platte North Natural Resource District

The resource agencies and NDOR staff provided additional sources of expertise for the Panel to draw upon, but were not considered voting members of the Panel.

The Panel approved rules for conducting the mediation process and identified their constituents among the public, including interested organizations and stakeholders. As a way to provide the panel with input, each Interest Group developed a mailing list of constituents with whom they could communicate about the project. The mailing lists, which contained approximately 2,200 names, also were used to distribute two mass mailings to provide each Interest Group's constituents with the opportunity to voice their concerns and identify those issues that should be considered when evaluating the various highway alternatives.

The Advisory Panel and Interest Group structure provided a format for dialogue at the grassroots level between Panel members and government agencies. Panel members discussed the impacts of project alternatives with local residents and elected officials throughout the Panel's tenure.

The Panel structure provided a representative body for specific interest groups to discuss both common and divergent needs. For example, Dodge County, Fremont and North Bend officials were able to discuss concerns held by residents throughout a large portion of the remaining project area as well as concerns related only to each municipality. The Panel's structure also has allowed the group to consider majority/minority opinions by fostering an understanding of individual concerns as well as the tradeoffs necessary to provide for common community needs for improved transportation.

Overall, the Panel served as a coordinating body and a forum to compare, synthesize and prioritize public concerns, build consensus locally, and develop recommendations to NDOR regarding highway location and impacts.

Advisory Panel Mission

The following is the Mission Statement agreed upon by the Advisory Panel.

"The US 30 Advisory Panel will make recommendations to the Nebraska Department of Roads (NDOR) concerning location, effects, and mitigation of the proposed US 30 expressway from Schuyler to Fremont. The Panel will develop criteria to evaluate project alternatives, and submit their findings in a report to NDOR."

While it is the Panel's role to assess impacts, report findings and make recommendations concerning project alternatives, the Panel is not responsible for the final decision about which alternative is selected. It is the responsibility of NDOR to recommend a preferred alternative to the Federal Highway Administration.

Activities

All eight Advisory Panel working sessions and the formal meeting were open to the public. Working sessions consisted of procedural matters and developing and implementing a methodology for assessing the merits and impacts of project alternatives. The formal meeting involved the presentation of the Panel's findings and recommendations to NDOR and the public.

Press releases were issued announcing each meeting. All four newspapers serving the residents of the project area provided intermittent coverage of the mediation process. Openness with the media helped to assure that the Panel's viewpoints and concerns were portrayed objectively to the public.

Assumptions and Procedures

Advisory Panel members developed consensus on how meetings would be conducted as well as certain study assumptions and operating procedures, including:

- an emphasis would be placed on developing informed recommendations;
- the Panel would provide a forum for both majority and minority views;
- Interest Groups would be formed to represent specific interest areas;
- all meetings would be announced to the news media and the public;
- all news media inquires would be directed to the project Mediators since the Panel chose not to elect a chairperson;
- Panel members would develop a list of constituents for their Interest Group so they could interface with them;
- public input would be solicited from those individuals, organizations, businesses and government entities that compose each Interest Group's list of constituents through two mass mailings;
- Panel members would withhold final recommendations on the location of a new four-lane highway until major impacts were identified;
- the Panel would adopt a set of ground rules for conducting meetings. **Appendix A** contains the complete list of ground rules adopted by the Panel; and
- the project Mediators would prepare minutes for each Panel meeting so that no individual Panel member would have to refrain from participating in discussions. **Appendix B** contains the approved meeting minutes for each working session held by the Panel.

ALTERNATIVES STUDIED

Alternative Alignments

When the Advisory Panel was convened in May, 2005, there were six alternatives under consideration. See the US 30 Project Alternatives Map, **Exhibit 1**.

NDOR originally presented three alternatives (Alternatives 1, 2 & 2A) for study during an October 1994 Public Information Meeting. Based on public comment, an additional alternative (Alternative 3) was incorporated into the project study. This additional alternative was presented to the public along with the original three alternatives at a Public Information Meeting in October 1995.

As the study progressed, NDOR began looking at other possible alternatives to encourage a compromise between the interested parties. As a result, two additional alternatives (Alternative 2A with Variation and Alternative 3 with Variation) were proposed. These two additional alternatives as well as the four previously shown alternatives were presented to the public at a meeting in North Bend in October 1999.

Based on input from the Advisory Panel and comments received from the public, NDOR worked with the Mediators to refine and update the alternatives previously presented. In the fall of 2005, NDOR reviewed various combinations of the original alternatives and came up with eight alternative alignments for the Panel to consider. See the Alternative Alignments Map, **Exhibit 2**.

Of the eight alternative alignments, two alternatives retained their original alignments; four were modified to address concerns raised by the Panel and the general public; and two new alternatives were created from variations of original alternatives. As a result of these modifications and additions, it became necessary to renumber the alternatives to reduce confusion and to make them easier to identify on maps and in Interest Group reports. **For a more detailed explanation of the makeup of each of the eight alternatives**, see copies of the handouts prepared for the Panel, entitled "Updating the US 30 Project Alternatives" and "Detailed Descriptions of the US 30 Project Alternatives", in **Appendix C**.

During the Panel's final analysis of the alternative alignments, Alternative 1 was unanimously eliminated from further consideration because it was the least likely to provide for the future expansion of North Bend and would not allow for the future construction of an interchange at Highway 79. Thus the final evaluation was applied to Alternatives 2 through 8.

Interchange Scenarios

During the mediation process, the Panel and its constituents identified the issue of safety at the intersection of Highway 79 and proposed US 30 as one of the most important issues for this project. As a result, three interchange scenarios were developed as a way to compare the alternative alignments against this issue.

A brief description of each scenario is provided below.

Scenario 1 *– No Interchange at Hwy 79*

The first scenario assumes that an at-grade intersection, not an interchange, would be provided at Highway 79 for each of the eight alternatives.

Scenario 2 *– Interchange at Hwy 79 for Alts 7 & 8 Only*

The second scenario assumes that an interchange would be provided at Highway 79 for Alternatives 7 & 8 only at some point in the future. An intersection would be provided for Alternatives 1 through 6.

Scenario 3 *– Interchange at Hwy 79 for Alts 2, 3, 4, 5, 6, 7 & 8*

The third scenario assumes that an interchange would be provided at Highway 79 for Alternatives 2 through 8 at some point in the future. In this scenario, an interchange would be provided for Alternatives 2 through 6 *only* if access from the proposed alternatives to existing US 30 east and west of North Bend is eliminated. This in effect would cause all traffic coming to North Bend from the east and the west to enter North Bend from the north via Highway 79. Since an interchange for Alternative 1 would adversely impact the northern portion of North Bend, an intersection, not an interchange, would be provided for this alternative.

Scenarios 2 and ***3*** are based on traffic projections that suggest, but do not guarantee, the possibility that an interchange could be warranted sometime in the future based on certain assumptions.

During the Panel's final analysis of the interchange scenarios, Scenario 1 was unanimously eliminated from further consideration because it did not allow for the future construction of an interchange at Highway 79.

MEETINGS SCHEDULE

Eight Advisory Panel working sessions were held from May 2005 to August 2006. Panel Members worked continually on refining their own impact criteria and developing quantitative measures for ranking the alternatives based on the impacts.

Outside of the regularly scheduled Advisory Panel working sessions, the Mediators offered to meet with any group or organization at the request of a Panel member to help explain how the mediation process was progressing, discuss the issues being used to compare highway alternatives and answer questions. The Mediators met with all the groups and organizations who requested a meeting.

Advisory Panel and Small Group meetings were held as follows:

Advisory Panel Working Sessions

- May 17, 2005 – Organization and orientation
- June 14, 2005 – Developed methods and means of public input, select core issues
- September 21, 2005 – Issues mailing results, identification of possible criteria measurements and first drainage and flooding presentation by resource agencies
- January 19, 2006 – Project alternatives, preliminary results of criteria measures and second drainage and flooding presentation by resource agencies February 23, 2006 – Presentation by NDOR on traffic volumes and NDOR's interchange policy
- March 23, 2006 – Presentation on highway relinquishment
- June 8, 2006 – Presentation of draft Interest Group reports to the Panel
- August 31, 2006 – Discussion of draft Advisory Panel findings and recommendations

Small Group Meeting

- August 7, 2006 – Mediators and technical advisors met with the City of Fremont's Development & Improvement Committee to discuss the issue of flooding and flood control as well as the results of the draft Local Government Interest Group Report and to answer any questions
- August 7, 2006 – Mediators met with the Fremont Chamber of Commerce to briefly discuss the results of the draft Business/Economic Development Interest Group Report and to answer any questions
- August 7, 2006 – Mediators met with the North Bend mayor and city council to briefly discuss the issue of safety at Highway 79 as well as the results of the draft Local Government Interest Group Report and to answer any questions

Advisory Panel Formal Meeting

- December 11, 2006 – Panel's report presented to NDOR, Federal Highway Administration and the public

INITIAL ISSUES AND CONCERNS

At the beginning of the mediation process, Panel members agreed that it was NDOR's responsibility to address traffic volumes, accident data, costs and roadway planning issues.

Advisory Panel members were to evaluate the impacts of highway alternatives developed by NDOR and to provide recommendations to NDOR from a local perspective.

In order to begin the process of evaluating the highway alternatives, each Interest Group was asked to identify those initial issues that were important to their area of interest when considering the location of the highway. The list of initial issues developed by each Interest Group were then mailed to their Interest Group constituents to determine if there were any additional issues or impacts that should be added.

One of the major issues of concern for many of the Interest Groups, as well as their constituents, was the issue of flooding at North Bend and Fremont. The majority of this flooding has historically resulted from the formation of ice jams on the Platte River. Since this issue was too complex to accurately measure by means available to the Advisory Panel, it was addressed in a qualitative way as part of the Panel's overall discussions of alternatives. Research and information on this issue was provided by the US Army Corps of Engineers, the Nebraska Department of Natural Resources and the Lower Platte North Natural Resource District throughout the mediation process. Two separate presentations also were presented on this topic at the September 21, 2005 and January 19, 2006 working sessions.

The following briefly summarizes the key findings conveyed to the Panel by the resource agencies.

- ❖ NDOR cannot design a new highway that would significantly worsen existing drainage/flooding conditions.
- ❖ The location of the highway does not remove the flood threat posed by ice jam floods similar to those that occurred in 1960 and 1978.
- ❖ None of the highway alternatives studied would adversely affect the flood control improvements realized by the Rawhide Creek Flood Control Project or any other drainage/flood control project.
- ❖ Areas of Dodge County that have the potential to be removed from the floodplain by the draft FEMA flood mapping would not be returned to the floodplain as a result of the new highway.

For a more detailed summary of the topics covered in these presentations, please refer to the September 21, 2005 and January 19, 2006 meeting minutes in **Appendix B**.

The following is a list of the original initial issues identified by the Interest Groups as well as the additional issues identified through the first mass mailing. The original initial issues are denoted by "❖", the additional issued identified through the first mass mailing are denoted by "❒".

Agriculture & Property Owners Interest Group

- ❖ Minimize the number of total acres taken
- ❖ Minimize the number of acres of high value land (based on soil type and land use) taken
- ❖ Minimize the disruption of surface drainage, tile drainage and irrigation
- ❖ Minimize the splitting of farms which results in irregularly shaped and potentially landlocked parcels
- ❖ Minimize the number of farm home and farm buildings taken
- ❖ Limit the conflicts of farm vehicles crossing proposed US 30 four-lane highway
- ❖ Minimize the number of miles of existing US 30 that Dodge County would be required to repair and maintain
- ❒ Limit the number of conflicts of farm and motor vehicles entering and leaving proposed US 30 four-lane highway (this includes intersections and entrances to farms)
- ❒ Provide easy access to farms

Business/Economic Development Interest Group

- ❖ Avoid proximity of roadway to railroad to improve safety for the motoring public
- ❖ Allow for future economic growth and development around the bypass of North Bend
- ❖ Minimize adverse impacts on existing businesses including those along existing US 30
- ❖ Maximize traffic safety at Highway 79 and proposed US 30
- ❖ Provide adequate and convenient access to North Bend
- ❖ Minimize the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes
- ❒ Provide convenient access to 23rd Street, Military Ave. & the Municipal Airport in Fremont
- ❒ Provide convenient access to Christensen Business Park
- ❒ Provide convenient access to Fremont State Lakes
- ❒ Minimize disruptions of traffic to businesses during construction of proposed roadway

Community Affairs Interest Group

- ❖ Avoid proximity of proposed US 30 to schools and daycares
- ❖ Maximize safety of traffic at Highway 79 as it crosses proposed US 30
- ❖ Provide safe and convenient access to the Woodland Cemetery/Cemetery Rd. from North Bend for vehicles, bicycles and pedestrians
- ❖ Provide convenient access to and from existing road systems (i.e., school buses, emergency services, etc.)
- ❖ Avoid proximity of roadway to residential areas (i.e., noise and light)
- ❖ Provide convenient access to and from residential properties
- ❖ Minimize through traffic volumes on existing US 30
- ❖ Avoid proximity of roadway to railroad (i.e., risk of train derailment, safety of driving at night – train lights, etc.)
- ❖ Minimize vehicle/deer conflicts
- ❒ Provide convenient access to Fremont State Lakes

Diking & Drainage Interest Group

- ❖ Minimize damage caused by highway project to drain tiles
- ❖ Minimize temporary impacts of the roadway on feeder ditches
- ❖ Minimize disruption to the Rawhide Creek flood control project near Fremont
- ❒ Prevent loss of existing natural wetlands

Local Government Interest Group

- ❖ Provide direct access to west 23rd Street (Fremont) from proposed US 30
- ❖ Allow for future expansion of North Bend
- ❖ Minimize the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes
- ❖ Provide safe and convenient access to the Woodland Cemetery/Cemetery Road from North Bend for vehicles, bicycles and pedestrians
- ❖ Maximize traffic safety at Highway 79 and proposed US 30
- ❒ Provide convenient access to Fremont State Lakes
- ❒ Provide convenient access to Christensen Business Park

IMPACT ASSESSMENT METHODOLOGY

The Panel used an impact evaluation matrix developed by the Mediators for assessing the impacts of each alternative. The matrix approach used the NDOR technical study data or other value scale measures to quantify important impacts. **For a more detailed explanation of impact matrix methodology**, see "A Methodology for Obtaining Interest Group Input to the Advisory Panel" in **Appendix D**.

The number of criteria for each Interest Group was to remain small to ensure that the most important factors were represented in the analysis rather than diluting the value of each criteria by selecting too many.

For some of the criteria, the Interest Groups were able to select specific data from NDOR's technical studies to provide measures for their criteria. For other criteria, the Panel asked NDOR and its Mediators to measure criteria in specific ways to reflect their specific interests.

The goal of the analyses was to develop an Alternative Preference Score (APS) for each alternative by Interest Group. The alternative with the **lowest APS** for each Interest Group had the **least negative effect** on the project corridor for that interest area.

INTEREST GROUP IMPACT CRITERIA

Each Interest Group developed its own weighted impact criteria for assessing impacts in accord with the methodology. **Appendices E through I** contains copies of each of the individual Interest Group Reports.

Criteria were developed and weighted by each Interest Group constituency through two mailings. As previously mentioned, in the first mailing, constituents were asked to identify other issues not listed by the Advisory Panel members. In the second mailing, they were asked to select their three most important issues. This allowed each Interest Group to establish their final, weighted impact criteria. Generally, issues receiving less than 10 percent of constituents support were dropped. This resulted in three to six final criteria for each Interest Group.

The following is a list of the final criteria used by each Interest Group to evaluate the highway alternatives under consideration.

Agriculture & Property Owners Interest Group

- Minimize the splitting of farms which results in irregularly shaped and potentially landlocked parcels
- Minimize the number of total acres taken
- Minimize the number of acres of high value land (based on soil type and land use) taken
- Minimize the number of farm homes and farm buildings taken
- Minimize the disruption of surface drainage, tile drainage and irrigation
- Minimize the number of miles of existing US 30 that Dodge County would be required to repair and maintain

Business/Economic Development Interest Group

- Provide convenient access to 23rd Street, Military Ave. & the Municipal Airport in Fremont
- Maximize traffic safety at Highway 79 and proposed US 30
- Provide adequate and convenient access to North Bend
- Allow for future economic growth and development around the bypass of North Bend
- Avoid proximity of roadway to railroad to improve safety for the motoring public
- Minimize the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes

Community Affairs Interest Group

- Maximize safety of traffic at Highway 79 as it crosses proposed US 30
- Provide convenient access to and from existing road systems (i.e., school buses, emergency services, etc.)
- Avoid proximity of proposed US 30 to schools and daycares
- Minimize through traffic volumes on existing US 30

Diking & Drainage Interest Group

- Prevent loss of existing natural wetlands
- Minimize temporary impacts of the roadway on feeder ditches
- Minimize damage caused by highway project to drain tiles

Local Government Interest Group

- Provide direct access to west 23rd Street (Fremont) from proposed US 30
- Maximize traffic safety at Highway 79 and proposed US 30
- Minimize the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes
- Provide convenient access to Christensen Business Park
- Allow for future expansion of North Bend

INTEREST GROUP ALTERNATIVE PREFERENCE SCORES

Alternative Preference Scores (APS) were used to represent the level of overall effects. The larger the score, the greater the impacts. Therefore, the alternative receiving the lowest score would be preferred for that particular scenario for that Interest Group.

Each Interest Group presented a written and verbal report of its findings to the Panel at a working session, including its matrix rating of the alternatives for each scenario. A rationale for each Interest Group's assessment of impacts was given so that the Panel could consider each Interest Group report on its own merits prior to developing an overall Panel recommendation.

Exhibits 3 and **4** contain summaries of Interest Group rankings of alternatives by scenario. (Alternate Preference Scores are included for reference.)

The following is a summary of each Interest Group's findings:

Agriculture & Property Owners Interest Group

Scenario 2

Alternative	Alt. Pref. Score
2	13.9
3	14.1
4	12.0
5	14.8
6	12.6
7	9.4
8	9.5

Scenario 3

Alternative	Alt. Pref. Score
2	14.0
3	14.3
4	12.1
5	15.2
6	12.9
7	9.2
8	9.2

The Agriculture & Property Owners Interest Group assessment shows that of the seven alternatives under consideration, Alternative 7 is the best alternative overall for Scenario 2 and Alternatives 7 and 8 are equal and best overall for Scenario 3.

Business/Economic Development Interest Group

Scenario 2

Alternative	Alt. Pref. Score
2	12.2
3	12.7
4	12.7
5	11.9
6	11.6
7	11.6
8	12.5

Scenario 3

Alternative	Alt. Pref. Score
2	13.1
3	13.6
4	13.6
5	12.6
6	12.3
7	10.3
8	11.2

The Business/Economic Development Interest Group assessment shows that of the seven alternatives under consideration, Alternatives 6 and 7 are equal and best overall for Scenario 2 and Alternative 7 is the best alternative overall for Scenario 3.

Community Affairs Interest Group

Scenario 2

Alternative	Alt. Pref. Score
2	13.3
3	13.4
4	13.4
5	11.5
6	11.5
7	10.5
8	10.3

Scenario 3

Alternative	Alt. Pref. Score
2	13.6
3	13.7
4	13.7
5	11.8
6	11.8
7	10.4
8	9.7

The Community Affairs Interest Group assessment shows that of the seven alternatives under consideration, Alternative 8 is the best alternative overall for both Scenarios 2 and 3.

Diking & Drainage Interest Group

Scenario 2

Alternative	Alt. Pref. Score
2	11.2
3	12.5
4	13.5
5	14.2
6	15.3
7	11.3
8	11.3

Scenario 3

Alternative	Alt. Pref. Score
2	12.3
3	13.4
4	14.3
5	13.5
6	14.4
7	10.8
8	10.8

The Diking & Drainage Interest Group assessment shows that of the seven alternatives under consideration, Alternative 2 is the best alternative overall for Scenario 2 and Alternatives 7 and 8 are equal and best overall for Scenario 3.

Local Government Interest Group

Scenario 2

Alternative	Alt. Pref. Score
2	12.1
3	12.0
4	11.4
5	11.5
6	10.9
7	13.2
8	13.7

Scenario 3

Alternative	Alt. Pref. Score
2	13.0
3	12.9
4	12.3
5	12.4
6	11.8
7	11.9
8	12.4

The Local Government Interest Group assessment shows that of the seven alternatives under consideration, Alternative 6 is the best alternative overall for Scenarios 2 and 3.

ADVISORY PANEL ANALYSES

Premises for Recommendations

The Panel's recommendations were based on the following premises:

- Panel members would step out of their roles as individual Interest Group or special interest representatives and into a role of citizens representing the project area as a whole;
- Panel members would determine which alternative best serves their communities and the overall public interest;
- Panel members would identify major issues from their study of alternatives and special interest group needs;
- Panel members would determine which alternative alignment best fits their vision for the project area;
- Panel members would determine how mitigation measures could limit negative impacts; and
- Panel members would ensure that both majority and minority opinions were provided to NDOR.

The Panel met in a working session on Thursday, August 31, 2006, to discuss and begin to develop its report to NDOR.

Reaching Agreement

While the goal of the mediation process was to have the Panel members work toward a consensus on a project alternative, the Mediators agreed that providing majority/minority opinions was a more realistic outcome of the process.

Panel members also recognized that in reaching a majority opinion, not all Panel members could retain their first alternative preference and that mitigation was needed to lessen the adverse impacts in certain issue areas, especially those identified through the minority opinion.

To remove any real or perceived threat of intimidation or subsequent repercussions to any Panel member, secret ballots were used to allow each member to express their preference.

CHOOSING THE BEST SOLUTION

Build/No Build Alternatives

It was within the realm of responsibilities of the Panel to consider the No Build Alterative as one of the options the Panel could choose to compare with other options for the proposed improvement.

From the outset of the mediation process, the Panel agreed to support the Build option due to the need to improve safety and to manage growing traffic volumes in the region.

Scenario/Alternative Dismissal

During the Panel's final analysis, Scenario 1 was unanimously eliminated from further consideration because it did not allow for the future construction of an interchange at Highway 79 which was a top priority to Panel.

The Panel also unanimously agreed to eliminate Alternative 1 from further consideration because it did not allow for the future construction of an interchange at Highway 79.

Hybrid Alternatives

At the August 31, 2006 working session, a request was made by members from two of the Interest Groups to consider two additional hybrid alternatives before reaching a final decision regarding which alternative alignment would best meet the needs of the interest areas represented by the Panel. Rod Johnson, a member of the Business/Economic Development Interest Group, proposed a hybrid alternative made up of Alternatives 7, 6 and 1 or 2. This hybrid alternative would utilize the western portion of Alternative 7 up to Highway 79 at which point the hybrid alternative would utilize Alternative 6 around the east side of North Bend. After bypassing North Bend, the hybrid alternative would utilize Alternatives 1 or 2 for the remaining length of the project.

Derril Marshall and Dean Lux, members of the Local Government Interest Group, proposed a second hybrid alternative made up of Alternatives 7 and 6. This hybrid alternative would utilize the western portion of Alternative 7 up to Highway 79 at which point it would utilize Alternative 6 for the remaining length of the project.

It was pointed out by the Mediators that based on the configuration of these hybrid alternatives, an interchange would only be warranted if access to existing US 30 east and west of North Bend was eliminated. As with Alternatives 2 through 6 in Scenario 3, this would cause all traffic coming to North Bend from the east and the west to enter North Bend from the north via Highway 79.

Interest Group members were given the opportunity to discuss the hybrid alternatives among their groups and to ask questions about these hybrid alternatives.

Preferred Alternative

After considering input from their constituents, the results of all Interest Group reports and the proposed hybrid alternatives, each Panel member, voting by secret ballot, designated the alternative they felt would best serve area residents. The results of the secret ballot vote were tabulated by the Mediators and verified by Panel members Derril Marshall and Mark Johnson.

As a result of this vote, **a majority of the Advisory Panel agreed to recommend Alternative 8 as its preferred alternative.**

RECOMMENDATIONS & OTHER SUGGESTIONS

Recommendations

Even though current traffic volumes do not warrant an interchange at Highway 79, the entire Panel strongly recommends that one be built as part of the initial construction of the project to address public concerns regarding traffic safety.

The Panel members also strongly recommend that NDOR take a progressive and proactive approach to mitigate the negative impacts associated with the issue of roadway relinquishment. The Panel would like NDOR to work closely and cooperatively with Dodge County at developing a relinquishment agreement that reduces the financial burden placed on the County. The Panel asks NDOR to consider resurfacing existing US 30, repairing the existing US 30 bridges over the Central and Fremont Cut-Off Ditches, and other potential options before beginning negotiations with the County.

Members of the Agriculture & Property Owners Interest Group and the Diking & Drainage Interest Group recommend that an Advisory Group, made up of several members from their interest groups as well as representatives from the North Bend Drainage Board, the Dodge County Road Department and the Lower Platte North Natural Resource District, be formed to work with NDOR throughout project development to ensure that local drainage concerns are taken into consideration.

Other Suggestions

Finally, the Panel would like NDOR to consider partnering with the Lower Platte North Natural Resource District to assess the feasibility of providing additional flood protection to Fremont by converting the gravel road that runs parallel to the Fremont Cutoff Ditch on its east side into a dike or levee.

The Panel also would like NDOR to consider paving County Road 18 from its intersection with Alternative 8 south to Fremont Lakes State Recreation Area along existing US 30 to provide visitors to this recreational area a direct route from the new highway.

As part of the mediation process, the Panel discussed ice jam flooding concerns related to Fremont, the Fremont Cut-Off Ditch and the Central Cut-Off Ditch. While the Panel understands that the location of the new highway does not remove the threat posed by ice jam floods, the Panel encourages continued discussions among effected parties regarding creative ways to limit the impacts caused by ice jam floods.

The Panel would like NDOR to consider paving County Road 20th Avenue from its intersection with Alternative 8 south to County Road T to provide alternate access to West 23rd Street.

Exhibits

Exhibit 1
US 30 Project Alternatives
North Bend to Fremont

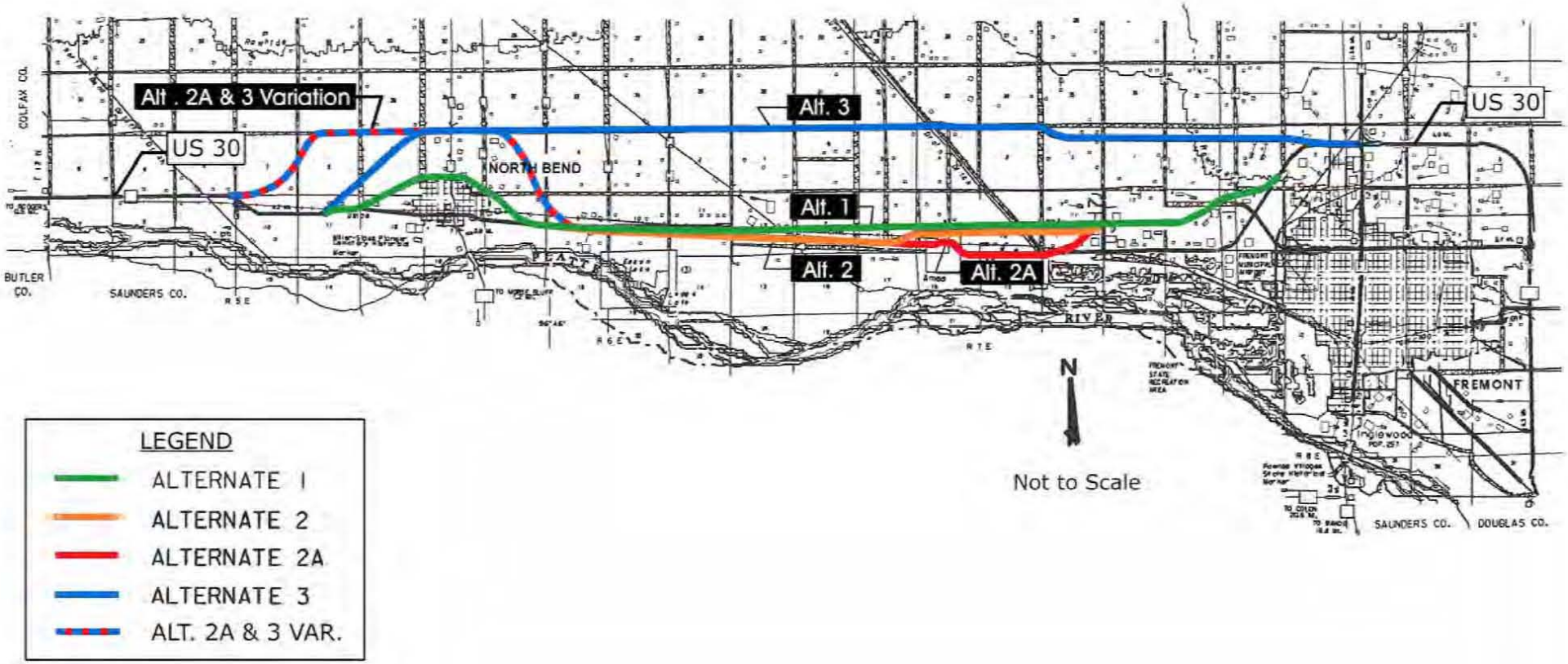

Exhibit 3

US 30 - Schuyler to Fremont
Summary of Interest Groups Rankings of Alternatives

Scenario 2 - Interchange at Hwy 79 for Alts 7 & 8 Only

Alternative Alignment	Interest Group				
	Agriculture & Property Owners	Business/ Economic Development	Community Affairs	Diking & Drainage	Local Government
1	5 (13.5)	8 (14.6)	8 (16.1)	1 (10.7)	8 (14.3)
2	6 (13.9)	4 (12.2)	5 (13.3)	2 (11.2)	4 (12.1)
3	7 (14.1)	6/7 (12.7)	6/7 (13.4)	5 (12.5)	5 (12.0)
4	3 (12.0)	6/7 (12.7)	6/7 (13.4)	6 (13.5)	2 (11.4)
5	8 (14.8)	3 (11.9)	3/4 (11.5)	7 (14.2)	3 (11.5)
6	4 (12.6)	1/2 (11.6)	3/4 (11.5)	8 (15.3)	1 (10.9)
7	1 (9.4)	1/2 (11.6)	2 (10.5)	3/4 (11.3)	6 (13.2)
8	2 (9.5)	5 (12.5)	1 (10.3)	3/4 (11.3)	7 (13.7)

X (y) = Best X (y) = Worst

X = Ranking
y = Alternate Preference Score (low scores are better)

Exhibit 4

US 30 - Schuyler to Fremont
Summary of Interest Groups Rankings of Alternatives

Scenario 3 - Interchange at Hwy 79 for Alts 2, 3, 4, 5, 6, 7 & 8*

Alternative Alignment	Interest Group				
	Agriculture & Property Owners	Business/ Economic Development	Community Affairs	Diking & Drainage	Local Government
1	5 (13.0)	5 (12.9)	8 (15.5)	1 (10.3)	6 (12.5)
2	6 (14.0)	6 (13.1)	5 (13.6)	4 (12.3)	8 (13.0)
3	7 (14.3)	7/8 (13.6)	6/7 (13.7)	5 (13.4)	7 (12.9)
4	3 (12.1)	7/8 (13.6)	6/7 (13.7)	7 (14.3)	3 (12.3)
5	8 (15.2)	4 (12.6)	3/4 (11.8)	6 (13.5)	4/5 (12.4)
6	4 (12.9)	3 (12.3)	3/4 (11.8)	8 (14.4)	1 (11.8)
7	1/2 (9.2)	1 (10.3)	2 (10.4)	2/3 (10.8)	2 (11.9)
8	1/2 (9.2)	2 (11.2)	1 (9.7)	2/3 (10.8)	4/5 (12.4)

X (y) = Best X (y) = Worst

X = Ranking
y = Alternate Preference Score (low scores are better)

* Alternatives 2 through 6 would not provide access to existing US 30 east or west of North Bend.

Appendices

Appendix A

US 30 – Schuyler to Fremont
Advisory Panel

Ground Rules*

1. Everyone will be allowed to state their positions, beliefs, and questions without interruption or ridicule from others. We will respect differences.

2. We will give feedback directly and openly, it will be given in a timely manner, and we will provide information that is specific and focuses on our task and process and not on personalities.

3. We will attend all meetings. If anyone cannot attend a meeting, they will contact the chairperson or facilitator, and, if possible, designate an individual who will attend in your absence.

4. We will use our time well, starting on time, returning from breaks, and ending our meetings promptly.

5. We will keep our focus on our goals and avoid sidetracking, personality conflicts and hidden agendas. We will acknowledge problems and deal with them.

6. We will not make phone calls or interrupt the group. We understand that family, business, and other unforeseen events may necessitate accepting calls during these meetings.

7. Statements to the news media will be through the chairperson or facilitator. Panel members can, and are encouraged, to respond to questions directed from the news media.

* The Ground Rules were approved at the June 14, 2005 Advisory Panel Working Session.

Appendix B

MEETING MINUTES
US 30 Advisory Panel
Schuyler to Fremont, Nebraska

Lower Platte North Natural Resource District
May 17, 2005
9:30 a.m. to 11:30 a.m.

Attendees:

Advisory Panel Members

Agriculture/Alt. Property Owners	
Bill Taylor	
Doug Wamberg	
Business/Economic Development	
Pat Halsted	Union Pacific Railroad
Harold Hollins	Freemont Chamber of Commerce
Rod Johnson	North Bend Chamber of Commerce
Community Affairs	
Jim Havelka	North Bend School District
Richard King	North Bend Fire District
Diking & Drainage Districts	
Mike Eason	Cotterell Diking & Drainage Dist.
Grant Hansen	Ames Drainage & Diking Dist.
Larry Ruzicka	North Bend Drainage Dist.
Local Government	
Mark Johnson	City of North Bend
Dean Lux	Dodge County
Derril Marshall	City of Fremont

Facilitators:

Greg Michaud
Andrea Bostwick

Resource Agencies:

Jim Schurr	Nebraska Department of Roads
Steve McBeth	Nebraska Department of Roads
Cindy Veys	Nebraska Department of Roads
Leonard Sand	Nebraska Department of Roads
Don Jisa	Nebraska Department of Roads
Tim Weander	NDOR-District 2
Ed Kosola	Federal Highway Administration
Randy Behm	U.S. Army Corps of Engineers
Brian Dunnigan	Nebraska Dept. of Natural Resources
John Miyoshi	Lower Platte North Natural Resources Dist.

Other:

Karen Legler
Mike Williams

Introduction

Greg Michaud opened the meeting by welcoming the Panel members to the first meeting of the US 30 Advisory Panel. Andrea Bostwick and Greg will serve as mediators. Pat Halsted, Union Pacific Railroad, graciously agreed to accommodate the Advisory Panel's need to conduct this meeting by agreeing to participate via conference phone.

All Advisory Panel meetings will be conducted as workshops. While the public can attend these meetings, they are only there to observe the proceedings. Time at the end of each meeting will be reserved for questions from the public so that the Advisory Panel can conduct its business within the allotted time.

Each Advisory Panel member received a binder containing copies of the meeting agenda, draft mission statement, description of the responsibilities of the mediators, Panel, Nebraska Department of Roads (NDOR) and the other resource agencies, draft ground rules, Description and Need for the project, a detailed methodology of the mediation process, and a map showing the alternatives being considered. Advisory Panel members introduced themselves by providing their name, the segment of the population they represent, and their previous history of involvement with the US 30 project.

Steve McBeth, NDOR, read a letter of welcome that noted NDOR's appreciation of each Panel members interest and willingness to serve, and stated that the Advisory Panel's input should be valuable and play a significant role in the final decisions on this portion of US 30.

Mission & Role

The Advisory Panel will make recommendations to NDOR about the location and effects of the proposed US 30 expressway from Schuyler to Fremont. The Advisory Panel will develop values (criteria) that will be used to evaluate project alternatives and a report describing the recommendations will be submitted to NDOR.

NDOR will consider the recommendations from the Advisory Panel before a preferred alternative is recommended to the Federal Highway Administration.

A question was raised as to who on the Panel are voting members, and do the resource agencies vote on the alternatives. At this point the role of the resource agencies was clarified. The role of resource agencies is to help answer technical questions and provide presentations when needed. Resource agencies include the Federal Highway Administration, the U.S. Army Corps of Engineers, Nebraska Department of Roads, Nebraska Department of Natural Resources, and the Lower Platte River Natural Resource District. Resource agencies do not have voting privileges on the Advisory Panel.

Ground Rules

The draft set of ground rules was presented along with some additional description of why these rules will help the Advisory Panel conduct its business in a timely manner. No modifications or additional rules were suggested at this time but changes can be raised for discussion and these rules will be ratified by the Advisory Panel at their next meeting.

In response to a question raised about illness or other problems that would prevent attending a meeting, Greg asked that Panel Members contact the mediators and try to have an alternate attend who would be capable of voting on panel matters.

Description and Need

Andrea Bostwick described the purpose for improving the segment of US 30 between Schuyler and Fremont. She noted that improving this segment is needed to complete the upgrade of US 30 from a two-lane to a four-lane expressway. No questions or objections were raised debating the need for this improvement.

Mediation Process

Greg and Andrea provided an overview of the mediation process. At the next meeting, each of the five interest groups that comprise the Advisory Panel—Agriculture/Property Owners; Business & Economic Development; Community Affairs; Diking & Drainage Districts; and Local Government—will begin to identify values (criteria) they believe to be important in evaluating locations for an improved US 30. Each interest group will identify values in a facilitated break-out session. At the end of the break-out session, one person from each interest group will report their results to the Advisory Panel.

After the June meeting, two mailings will be conducted. These mailings will go to individuals who are on mailing lists provided by each Advisory Panel member. Each mailing will be accompanied by a one page letter asking for specific input.

The first mailing will include the list of values identified by the Advisory Panel at the June meeting. Recipients will be asked if there are other values or criteria that should be added to the list they receive. Some individuals will receive more than one list because of their occupation, affiliation, or position. Postage paid envelopes will be provided to each recipient to encourage a response. Recipients will have approximately 10 days to respond. After any additional values are added to the core list, a second mailing will go the same individuals asking them to select the three most important values. Results will be tabulated and provided to the Advisory Panel at the August meeting.

At the August meeting (the third meeting of the Advisory Panel) the mailing results will be discussed along with ways to measure each value. Some values (potential number of displacements, number of acres of prime farmland removed from production) are relatively less time consuming to measure while others (drainage and safety) are anticipated to require some creative and possibly more time consuming effort to measure.

The next part of the mediation process involves calculating the impacts (measures) of each criteria for each highway alternative being considered. These calculations will be displayed on a one page matrix for each interest group. This matrix will show how each highway alternate compares based on the values chosen by the Advisory Panel and their constituents. Consequently, the Advisory Panel will be able to view and understand how the highway alternates compare for each interest group. From these results, the Advisory Panel can begin to develop their recommendations. A draft report will be prepared for review and comment by the Advisory Panel. Upon approval by the Advisory Panel, this report will be submitted to NDOR.

What Happens Next?

Advisory Panel members should assemble their mailing lists and submit these lists to the mediators before the next meeting.

Advisory Panel members are encouraged to consider possible chairpersons. The Panel should try to select a chairperson at the next meeting.

The next meeting is scheduled for:

> **TUESDAY, JUNE 14**
> 9:30 a.m. to 11:30 a.m.
> Lower Platte River Natural Resource District
> Wahoo, NE

The mediators will prepare and distribute draft meeting minutes and a list of the Advisory Panel members and Resource Agencies contact information.

Appendix B

MEETING MINUTES
US 30 Advisory Panel
Schuyler to Fremont, Nebraska

Lower Platte North Natural Resource District
June 14, 2005
9:30 a.m. to 12:10 p.m.

Attendees:

Advisory Panel Members

- Agriculture & Alt. Property Owners
  - Jim Paulson
  - Bill Taylor
  - Doug Wamberg
- Business & Economic Development
  - Pat Halsted — Union Pacific Railroad
  - Harold Hollins — Freemont Chamber of Commerce
  - Rod Johnson — North Bend Chamber of Commerce
- Community Affairs
  - Jim Havelka — North Bend School District
  - Richard King — North Bend Fire District
  - Steve Sexton — Fremont School District
  - Mike Stratman — Pioneer Lake & Adjacent Homeowners
- Diking & Drainage Districts
  - Mike Eason — Cotterell Diking & Drainage Dist.
  - Grant Hansen — Ames Drainage & Diking Dist.
  - Larry Ruzicka — North Bend Drainage Dist.
- Local Government
  - Mark Johnson — City of North Bend
  - Dean Lux — Dodge County
  - Derril Marshall — City of Fremont

Facilitators:

- Greg Michaud
- Andrea Bostwick

Resource Agencies:

- Jim Schurr — Nebraska Department of Roads
- Steve McBeth — Nebraska Department of Roads
- Leonard Sand — Nebraska Department of Roads
- Don Jisa — Nebraska Department of Roads
- Ed Kosola — Federal Highway Administration
- Brian Dunnigan — Nebraska Dept. of Natural Resources
- John Miyoshi — Lower Platte North Natural Resources Dist.

Other:

Marion Rhodes Omaha World Herald

Introduction/Ground Rules/Meeting Minutes

Advisory Panel members introduced themselves for the three additional facilitators who assisted with the break-out sessions. Rose Braun, Chuck Sonday, and Jim Wilkinson were introduced as the three facilitators for these sessions.

The draft set of ground rules and meeting minutes for the May 17th meeting were approved by the Panel with no changes.

Reaching a Recommendation

Greg Michaud and Andrea Bostwick reviewed the major steps that will be taken to reach a recommendation regarding the location of an improved US 30. The recommendation will be presented to the Nebraska Department of Roads and the Federal Highway Administration. Greg explained how the Panel would begin to identify issues that will be used to evaluate highway alignments. Each of the five interest groups that comprise the Advisory Panel—Agriculture & Property Owners; Business / Economic Development; Community Affairs; Diking & Drainage Districts; and Local Government will identify issues in a facilitated group discussion; review and make appropriate edits to the cover letter/survey instrument for the first and second mailings, and choose a spokesperson to report the issues identified during the break-out sessions to the Panel.

Andrea described how the mailings will be used to finish identifying issues. The initial issues identified today will be inserted onto the appropriate cover letter/survey instrument. Recipients listed on the mailing lists provided by Panel members will be asked to review the list and add issues they deem necessary. The first mailing is expected to begin on or about June 21. Recipients will have approximately ten days to respond.

The second mailing will include additional issues identified by respondents to the first mailing. The purpose of the second mailing is to identify the most important issues. The second mailing is expected to begin on July 18, and, as with the first mailing, respondents will have approximately ten days to respond. All responses will be triple calculated by Johnson, Depp & Quisenberry staff. Responses will be summarized for the Panel and will also be available for Panel review. To maintain confidentiality the Panel is encouraged to select one person, preferably the chairperson, to review any responses. Names of respondents or copies of responses are not intended for public release.

In response to questions about the mailings the following points were clarified.
Persons who do not respond to the first mailing will still receive the second mailing. Some persons will receive multiple mailings because of their position, profession, location, or level of community involvement. The second mailing will be color coded to reduce the possibility of altering the results. Recipients will be instructed to identify issues related to a specific interest group. For example, persons receiving the Business/Economic Development mailing should identify business related issues. While there is some overlap of issues between the interest groups, the Panel members will ultimately decide which issues will be retained for the matrix calculations.

Greg proceeded to summarize the steps following completion of the mass mailings. At the next Panel meeting, results of the mailings will be presented to the Panel and ways to measure the most important issues will be discussed. Between the third and fourth meetings, these issues will be measured and the calculated impacts will be displayed in a matrix for each interest group. Everyone on the Panel will receive a matrix for their interest group as well as matrices for the other interest groups. Consequently, Panel members will see which alternates have the fewest impacts for each group of issues. After reviewing and discussing these matrices, the Panel will attempt to develop its recommendations in a report that will be presented to the Nebraska Department of Roads and the Federal Highway Administration. This report will also be available for public review.

Break-out Sessions

Panel members identified the following issues during each break-out session that were later refined for ease of clarity or measurement.

(NOTE: Flooding issues were removed from these lists. Flooding will be addressed as a Panel-wide issue in their recommendations and report.)

Agriculture & Property Owners

- Minimize the number of acres taken.
- Minimize the number of farm home and buildings taken.
- Minimize the splitting of farms which results in irregularly shaped and landlocked parcels.
- Minimize the disruption of surface drainage, tile drainage and irrigation.
- Minimize the number of miles of existing US 30 that Dodge County will be required to maintain and repair.
- Limit the conflicts of farm vehicles crossing the proposed US 30 four-lane highway.

Note: This group requested to replace the slash mark (/) in the title of their name with the use of "and" (or the ampersand symbol).

Business/Economic Development

- Avoid proximity of roadway to railroad to improve safety for the motoring public.
- Allow for future economic growth and development around the bypass of North Bend.
- Minimize adverse impacts on existing businesses including along existing US 30.
- Maximize traffic safety at Highway 79 and proposed US 30.
- Provide adequate and convenient access to North Bend.
- Minimize the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes.

Community Affairs

- Avoid proximity of proposed US 30 to schools and daycares.
- Maximize safety of traffic at Highway 79 as it crosses proposed US 30.
- Provide safe and convenient access to the Woodland Cemetery via Cemetery Road from North Bend for vehicles, pedestrians and bicycles.

- Provide convenient access to and from existing road systems (i.e. school buses, emergency vehicles, etc.)
- Avoid proximity of roadway to residential areas (i.e. noise and light).
- Provide convenient access to and from residential properties.
- Minimize through-traffic volumes on existing US 30.
- Avoid proximity of roadway to railroad (i.e. risk of train derailment, safety of driving at night, etc.)
- Minimize vehicle/deer accidents.

Diking & Drainage

- Minimize damage caused by highway project to drain tiles.
- Minimize the temporary impacts of the roadway on feeder ditches.
- Minimize disruption to the Rawhide Creek flood control project near Freemont.

Local Government

- Allow for future expansion of North Bend.
- Minimize the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes.
- Provide safe and convenient access to the Woodland Cemetery via Cemetery Road from North Bend for vehicles, pedestrians, and bicycles.
- Maximize traffic safety at Highway 79 and proposed US 30.
- Provide direct access from west 23rd Street (Fremont) to proposed US 30.

Drainage and Flooding Concerns

Panel members were asked to describe drainage or flooding concerns they believe are important so that the entire Panel could hear the various concerns.

Feeder Ditches and Cut-Off Ditches

Bill Taylor explained that drainage should be unimpeded to the feeder ditches. He pointed out that no pumping stations are presently needed to move drainage from feeder ditches to the cut-off ditches. Surface drainage north of existing US 30 tends to continue northward because ground elevations near existing US 30 and the Union Pacific Railroad are higher than where highway alternatives 1, 2, and 3 are proposed. However, surface drainage also moves east toward Elkhorn Creek coinciding with elevation decreases. Disruptions to either the feeder ditches or to the cut-off ditches could impair efforts to direct drainage to the Platte River. Grant Hansen noted that the Union Pacific Railroad embankment acts as a dike to help overspill water from the Platte River from migrating further northward. Ice jams on the Platte River have forced water to overspill its banks and move northward. Field tiles, feeder ditches, and the three cut-off ditches—if not impaired by an improved US 30--can adequately handle drainage from rainfall and snowmelt. Flooding caused by an ice jam in the 1970's went over the Union Pacific Railroad and created flood damage in the project corridor. An additional concern is that the improved US 30 be located and constructed so that it does not increase the severity of flood damage caused when water from ice jams go over the top of the Union Pacific Railroad.

Rawhide Flood Control Project
Derill Marshall described how the Rawhide Flood Control project, a joint project with the Lower Platte North Natural Resource District and Dodge County, along with the current US 30 bypass has resulted in a large portion of Northeast Fremont projected to be removed from the floodplain based on a study done by the U.S. Army Corps of Engineers for the Federal Emergency Management Agency (FEMA). This will result in substantial savings to residents of Fremont who currently pay higher flood insurance premiums as a result of living on land that is classified as floodplain. Fremont does not want to see this highway project adversely affect any of the flood control improvements realized from the Rawhide Flood Control project and other drainage/flood control projects, and result in areas of Fremont scheduled to be removed from the floodplain being re-designated as flood prone thus requiring more expensive flood insurance.

Flooding at North Bend
Mark Johnson said that North Bend residents also pay higher flood insurance premiums because they live in a floodplain. The new US 30 highway project by itself will not provide flood protection for North Bend. Protection to the south and west could be beneficial.

Three housing developments and a golf course south of North Bend and north of the Platte River are closely interrelated to this issue. These new houses are being built on elevated foundations that include a mix of sand and other soils. However, these three housing developments and a golf course may experience reduced property values if they are not protected. The City of North Bend would like to see these new housing developments receive protection if a levee is constructed.

Other Business

The Panel chose not to select a chairperson at this meeting. The Panel was encouraged to consider potential candidates for discussion at the next meeting. If a chairperson is chosen, the mediators would continue to provide administrative support including preparing meeting minutes, agendas, and other hand-out materials.

The next meeting will occur in September to allow the results of both mass mailings to be tabulated and summarized for the Panel. A tentative meeting date was set for:

> **Thursday, SEPT. 8**
> 9:30 a.m. to 11:30 a.m.
> Lower Platte River Natural Resource District
> Wahoo, NE

NOTE: This date was subsequently changed to Sept. 21 and the starting time moved to 9:00 a.m. upon agreement reached over the telephone with all the Panel members.

No questions were raised by the general public.

Appendix B

MEETING MINUTES
US 30 Advisory Panel
Schuyler to Fremont, Nebraska

Lower Platte North Natural Resource District
September 21, 2005
9:00 a.m.

Attendees:

Advisory Panel Members

- Agriculture & Alt. Property Owners
  - Jim Paulson
  - Bill Taylor
  - Doug Wamberg
- Business & Economic Development
  - Pat Halsted — Union Pacific Railroad
  - Rod Johnson — North Bend Chamber of Commerce
- Community Affairs
  - Jim Havelka — North Bend School District
  - Richard King — North Bend Fire District
  - Steve Sexton — Fremont School District
- Diking & Drainage Districts
  - Mike Eason — Cotterell Diking & Drainage Dist.
  - Grant Hansen — Ames Drainage & Diking Dist.
  - Larry Ruzicka — North Bend Drainage Dist.
- Local Government
  - Mark Johnson — City of North Bend
  - Dean Lux — Dodge County
  - Derril Marshall — City of Fremont

Facilitators:

- Greg Michaud
- Andrea Bostwick

Resource Agencies:

- Jim Schurr — Nebraska Department of Roads
- Steve McBeth — Nebraska Department of Roads
- Leonard Sand — Nebraska Department of Roads
- Don Jisa — Nebraska Department of Roads
- Cindy Veys — Nebraska Department of Roads
- Ed Kosola — Federal Highway Administration
- James Williams — Nebraska Dept. of Natural Resources

John Miyoshi	Lower Platte North Natural Resources Dist.
Bob Heimann	Lower Platte North Natural Resources Dist.
Randy Behm	US Army Corps of Engineers

Introduction/Meeting Minutes

Rose Braun, Chuck Sonday, and Jim Wilkinson were introduced as the three facilitators who would help with today's break-out sessions.

Meeting minutes for the June 14th meeting were approved by the Panel with no changes.

Choosing Issues: Results of the Two Mass Mailings

Andrea Bostwick described the process to solicit public input that involved two mass mailings. The first mailing was designed to identify any other issues not on the master list developed by the Panel during the first two meetings. The first mailing was distributed June 27 to 2,224 names provided by the Panel. Six hundred twenty-four responses were received for a 28.1% return rate. Everyone who received the first mailing also received the second mailing even if they chose not to respond to the first mailing. The only names removed from the list before the second mailing was distributed were those returned to JDQ as undeliverable. Upon request, some names were added to the mailing list between the first and second mailing.

The second mailing included the revised master list of issues. Recipients were asked to choose the two to three issues they felt were most important when trying to evaluate the location for an upgraded US 30. The second mailing was issued July 28. Despite the deletions and additions to the mailing list, the second mailing was sent to the same number of individuals as the first mailing. The return rate for the second mailing (31.7%) was higher than the first mailing. The return rates for both mailings compared favorably to previous highway projects where this same process was applied.

A chart showing the number of mailings distributed and the number completed and returned by the recipients was part of the hand-out materials to the Panel. The chart categorized results by interest group for both mailings.

Greg Michaud explained the next steps in the mediation process. First, the Panel will screen the results of the second mailing and verify the most important issues. This step occurred during today's meeting. Second, the most important issues will be measured for each highway alternate. A matrix for each group of the Panel will be prepared to show the results and these results will be shared and discussed by the entire Panel. This step will take approximately six to eight weeks. Third, the Panel will develop recommendations that include concerns and potential mitigation measures in a report that will be given to the Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA). This report will also be available for public review.

Break-out Session: Screen Issues and Discuss Possible Measures

Panel members identified the following issues during each break-out session as the issues they want to measure.

(NOTE: Flooding issues were removed from these lists. Flooding will be addressed as a Panel-wide issue in their recommendations and report.)

Agriculture & Property Owners

- Minimize the splitting of farms which results in irregularly shaped and potentially landlocked parcels.
- Minimize the total number of total acres taken.
- Minimize the number of acres of high value land taken.
- Minimize the number of farm home and farm buildings taken.
- Minimize the disruption of surface drainage, tile drainage and irrigation.
- Minimize the number of miles of existing US 30 that Dodge County will be required to maintain and repair.

Business / Economic Development

- Provide convenient access to 23rd Street, Military Avenue and the Municipal Airport in Fremont.
- Maximize traffic safety at Highway 79 and proposed US 30.
- Provide adequate and convenient access to North Bend.
- Allow for future economic growth and development around the bypass of North Bend.
- Avoid proximity of roadway to railroad to improve safety for the motoring public.
- Minimize the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes.

Community Affairs

- Maximize safety of traffic at Highway 79 as it crosses proposed US 30.
- Provide convenient access to and from existing road systems (i.e. school buses, emergency vehicles, etc.)
- Avoid proximity of roadway to residential areas (i.e. noise and light).
- Minimize through-traffic volumes on existing US 30.

Diking & Drainage

- Prevent loss of existing natural wetlands.
- Minimize the temporary impacts of the roadway on feeder ditches.
- Minimize disruption to the Rawhide Creek flood control project near Freemont.
- Minimize damage caused by highway project to drain tiles.

Local Government

- Provide direct access from west 23rd Street (Fremont) from proposed US 30.
- Maximize traffic safety at Highway 79 and proposed US 30.

- Minimize the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes.
- Provide convenient access to Christensen Business Park.
- Allow for future expansion of North Bend.

Drainage/Flooding Presentation

At the previous meeting, Panel members were asked to describe drainage or flooding concerns they believe are important so that the entire Panel could hear the various concerns. Based on the three concerns mentioned, the Resource Agency representatives have worked on a presentation about these issues.

Another presentation on this topic will be given to the Panel at the next meeting based on questions raised today and related aspects. Cards were distributed to Panel members so that they could submit questions from which the next presentation would be based.

John Miyoshi began by summarizing the three concerns voiced at the previous meeting:

1) The three cut-off ditches, feeder ditches, and farm field tiling west of Fremont are benefiting farm operations and residents in the area. Impairing these ditches and farm field tiles would cause drainage problems.

2) The Rawhide Creek Flood Control Project might be adversely affected. This was built to reduce flooding in Fremont. Any impairment to the Rawhide Creek Flood Control by the new highway could negatively impact Fremont.

3) Impacts that ice jams on the Platte River have on North Bend and the housing developments south of town.

Before we look at how an improved US 30 might impact these three concerns, there are two important issues to review.

New highways will not be constructed in a manner that worsens existing drainage/flooding conditions. After an alignment is selected, NDOR would conduct a hydraulic/drainage study to identify potential problems. From this hydraulic study, engineering measures would be incorporated into the highway design to prevent these problems.

The resource agencies agree that the major drainage/flooding damage in the highway corridor will more likely result from a major ice jam on the river, than from a 100 year precipitation event. The project corridor is in a floodplain so runoff from precipitation events remains a concern. However, flood control measures have shifted the threat of water damage from excessive rainfall to rare but extremely damaging ice jam flooding. An ice jam—similar to the one that occurred approximately 30 years ago--can create an increase in river stage causing the Platte River water to break through the sand levees, Union Pacific Railroad grade and current Highway 30. Water which reaches the Rawhide Creek drainage can only re-enter the Platte through one of the

three cut-off ditches or flow to the Elkhorn River. Remember, Rawhide Creek elevation is lower that the Platte River.

FIRST CONCERN—The cut-off ditches, feeder ditches, and farm field tiling.

Regardless of which alignment is chosen, structures would be built to span the cut-off ditches and ditches feeding the three cut-off ditches. ***Consequently, the capacity of these ditches to carry water will not be reduced, thus no adverse impact is expected. If a drainage tile is encountered during construction, NDOR will replace the tile or provide financial compensation to the landowner.***

SECOND CONCERN—Disruption of the Rawhide Creek Flood Control Project and the related concern that a Platte River ice jam would overwhelm this project and flood portions of Fremont.

No piers, abutments, or other parts of the proposed highway would be constructed in a manner that would impair any part of the Rawhide Creek Flood Control Project.

One of the drainage requirements is that construction of ***the new highway would NOT result in a rise of water in the 100 year floodplain more than one foot during a 100 year flood. This requirement and others are engineered into the hydraulic/drainage study that NDOR must conduct after a preferred alignment is*** *chosen.*

The resource agencies agree that ***a major ice jam, even now could lead to flood waters overwhelming the Fremont cut-off ditch, eventually topping highway 77 north of Fremont and possibly the existing bypass.*** The resource agencies will be discussing possible design features, including the possibility of a berm on the east side of the Fremont cut-off ditch, with each alignment that will prevent this possibility from occurring.

THIRD CONCERN—Potential damage to North Bend and the three housing developments south and west of town as a result of a major ice jam causing river water to overspill into these areas.

The existing Platte River dike that protects North Bend and the south side housing development could breach during an ice jam. Flood water would flow through the housing development and, when the flood is large enough, spill over the railroad tracks and flood North Bend and the area north of the railroad all the way to Fremont.

There are significant considerations that can influence the degree of flooding when relocating the highway around North Bend. They include:

- the road elevation,
- proximity to the community,
- structure requirements, including the Union Pacific Railroad bridge and
- a possible future levee south of North Bend.

In summary:

The impacts to the cut-off ditches, feeder ditches, and field tile system would be minimal and temporary.

At North Bend, there are several factors that could affect flooding.

Increased flooding at Fremont and disruption to the Rawhide Creek flood control project need to be mitigated if changes occur to US 30.

Other Business

The FHWA issued notice in the Federal Register that an Environmental Impact Statement will be prepared for this proposed highway project. In response to questions from Panel members, Ed Kosola, FHWA, said that the mediation process can continue. Selecting a highway alternate will still be a collaborative decision between FHWA and NDOR with input from the Panel and other interested members of the public. While more detailed environmental studies will be required, information needed to measure the issues discussed today will not change.

Summaries of comments received from both mass mailings were distributed to each panel member. A box containing all the responses was also made available for Panel review.

The Panel chose not to select a chairperson at this meeting. If a chairperson is chosen, the mediators would continue to provide administrative support including preparing meeting minutes, agendas, and other hand-out materials.

Because of the uncertainty as to how long it will take to measure all of the issues, two tentative dates for the next meeting were set. These dates are:

Thursday, November 10 or Thursday January 19
9:00 a.m.
Lower Platte River Natural Resource District
Wahoo, NE

Notice will be provided to all Panel members by November 1 verifying the date for this meeting. The date selected for the next meeting will be determined by how quickly all of the issues can be measured. Since different organizations and individuals are providing information that will be used, it is uncertain how quickly all of this work can be completed.

No questions were raised by the general public.

Appendix B

MEETING MINUTES
US 30 Advisory Panel
Schuyler to Fremont, Nebraska

Lower Platte North Natural Resource District
January 19, 2006
9:00 a.m.

Advisory Panel Members

Agriculture & Alt. Property Owners	
Jim Paulson	
Bill Taylor	
Doug Wamberg	
Business & Economic Development	
Pat Halsted	Union Pacific Railroad
Harold Hollins	Fremont Chamber of Commerce
Rod Johnson	North Bend Chamber of Commerce
Community Affairs	
Jim Havelka	North Bend School District
Richard King	North Bend Fire District
Steve Sexton	Fremont School District
Mike Stratman	Property Owners Association
Diking & Drainage Districts	
Mike Eason	Cotterell Diking & Drainage Dist.
Grant Hansen	Ames Drainage & Diking Dist.
Larry Ruzicka	North Bend Drainage Dist.
Local Government	
Mark Johnson	City of North Bend
Dean Lux	Dodge County
Derril Marshall	City of Fremont

Facilitators:
Greg Michaud
Andrea Bostwick

Resource Agencies:

Brian Dunnigan	Nebraska Dept of Natural Resources
Jim Schurr	Nebraska Department of Roads
Steve McBeth	Nebraska Department of Roads
Leonard Sand	Nebraska Department of Roads
Don Jisa	Nebraska Department of Roads
Cindy Veys	Nebraska Department of Roads
Art Yonkey	Nebraska Department of Roads
Tim Weander	NDOR, Omaha District Office
Ed Kosola	Federal Highway Administration

Rich Uckert	Federal Highway Administration
John Miyoshi	Lower Platte North Natural Resources Dist.
Randy Behm	US Army Corps of Engineers

Other:

Chris Langemeier	State Senator
Russ Krebs	Fremont Tribune
Ralph Diffey	North Bend Resident
Carol Clement	North Bend Resident
Lisa Richardson	HDR Consultants

Introduction/Meeting Minutes

Rose Braun, Chuck Sonday and Jim Wilkinson were present to serve as facilitators during the meeting's break-out sessions.

When the audience was asked if any members of the news media were present, Russ Krebs, Fremont Tribune, introduced himself. No other news media members were in attendance.

Meeting minutes for the September 21st meeting were approved by the Panel with no changes.

Review of the 8 Alternatives

Andrea Bostwick noted that packets were mailed to the Panel members in January containing maps and a narrative description of the 8 alternatives under consideration. Andrea noted the major differences between the alternatives map found in the original Environmental Assessment and the map that Panel members received.

How Do The Alternates Compare?

Measuring the Issues

Andrea Bostwick began her presentation by reviewing how measures were identified. She described how public input from Dodge County residents was solicited through two mass mailings. The first mailing provided residents with a core list of issues identified by Panel members. In this mailing, residents were asked to identify any other issues that might also be considered when choosing a location for the new US 30. Responses from the first mailing were compiled and provided to the same residents through a second mailing which asked them to select the top 3 issues that they felt were most important. The results of these mailings were presented to Panel members at the September meeting to reach agreement on the most important issues and how these issues might be measured.

Since September, JDQ staff has been gathering information to measure the impacts for each issue. Measurement information was provided by the Resource Agencies as well as by some Panel members. All information had to be double-checked and verified. When discrepancies were found, the basis for the measures were reviewed and re-calculated.

Andrea showed a matrix for one interest group on another highway project to illustrate how the impacts for each issue can be used to compare alternatives. First, the impacts of each issue are

measured for all of the alternatives under consideration. This measure can be found in the row on the matrix labeled Raw Score. Andrea then gave a brief description of how the relative impact scores and weighted impact scores are derived. The sum of the weighted impact scores for each criterion results in an alternative preference score. A lower alternative preference score mean that alternative has fewer impacts than other alternatives for the issues deemed important by that particular interest group. Andrea emphasized two cautions: 1) an alternative preference score for one interest group can not be compared to alternative preference scores from other interest groups, and 2) the matrices that will be reviewed today are not final.

In regard to the criteria weights, Andrea explained why these weights were recalculated following the September meeting. The weights shown at the September meeting reflected the preferences based on all of the responses. After the most important issues were culled from the second mailing, the most important issues were recalculated based on preferences expressed so that the sum of their percentages would equal 100%.

Interpreting the Results

Greg Michaud said that during today's break-out sessions each interest group would review and discuss their own matrix results, not each other's interest group results. Interest group members should look at how each issue affects their results. At the next Panel meeting, all of the matrices will be shared.

By looking at the Alternative Preference Scores, members can identify how each alternative compares based on the issues. Smaller Alternative Preference Scores mean there are lesser impacts. Members can begin their evaluation by finding the three smallest Alternative Preference Scores on their matrix. Some groups may have 4 or 5 alternates that may be considered acceptable because of close scores.

During the break-out session, members should discuss how their issues affect the Alternative Preference Scores and discover which issues have the greatest impact.

Break-out Session: Discuss Draft Matrix

Chuck Sonday (Agriculture & Property Owners), Rose Braun (Business/Economic Development), Andrea Bostwick (Community Affairs), Jim Wilkinson (Diking & Drainage) and Greg Michaud (Local Government) facilitated their respective interest groups in a review and discussion of their draft matrix during the Break-out Session. Some decisions were made that will enable these draft matrices to be completed before the next meeting. Based on discussions during the Break-out Session, draft reports for each interest group will also be prepared.

Drainage & Flooding Presentation

At the previous meeting, Panel members heard John Miyoshi deliver a drainage and flooding presentation based on three major concerns voiced by Panel members. Cards were distributed to Panel members so that they could submit questions from which the next presentation would be based. Today's presentation is based on the questions submitted by Panel members.

A key point to remember is that NDOR and FHWA will not build a highway that would significantly worsen existing drainage conditions.

Question #1: If they are going to improve the existing dike south of North Bend, who pays for upgrades? Does the entity that pays also decide the location?

Response: The levees south of North Bend are locally owned and not part of any federally approved program. The levees were surveyed for inclusion into the Federal P.L. 84-99 program in 1996, however the sand levees have too many structural deficiencies to qualify for this program.

The Federal Government will not make improvements to any non-Federal levee, unless those levees have been studied for hydrologic, hydraulic, geotechnical and economic feasibility. The Lower Platte North NRD has requested and received funding for the Corps of Engineers to perform such a study. A first draft report from this study indicates the economic cost-benefit ratio to be very close to meeting federal construction criteria. The study is currently on hold waiting for a decision on the location of U.S. 30. If this analysis concludes that upgrading the levee is feasible, federal cost share funding to conduct an upgrade may be available if the community, county, NRD, and/or State partners with the Corps. Under certain circumstances, it may be possible for developers and landowners to also partner with the Corps.

State funds for eligible projects including levee rehabilitation and upgrades are available from the Nebraska Resources Development Fund. This fund is administered by the Nebraska Department of Natural Resources. To tap money from this fund, a project must have a local sponsor—typically any entity with taxing authority--and meet technical, financial, and economic eligibility requirements.

For a new or rebuilt levee project to occur a combination of federal, state and local funding is needed. Financial partners will determine location and specifications for the levee. Local sponsors could and should include the NRD, Dodge County and City of North Bend.

The next two questions are similar in that they relate to guidelines relating to the new US 30 design.

Question #2: How important is it for the new US 30 to remain open during flood events?

Response: It is important that US 30 remain open because this highway has regional significance. It is part of the expressway system and it carries a substantial volume of traffic including heavy commercial truck traffic. Keeping US 30 open provides around the clock emergency response capability.

Question #3: Is it NDOR's guideline to construct expressways to one foot above the 50 year flood elevation when possible?

Response: It is desirable to build the new US 30 in a manner that will allow it to remain open during flood events. NDOR has a guideline to build expressways to meet the 50 year flood elevation level at a minimum, where possible. It is important to note that this is a guideline, not a requirement. This highway would have to meet the minimum state flood plain regulations.

Question #4: If the south alignment is constructed to the 50 year flood plus elevation and there is an ice jam event which breaches the expressway at North Bend, how will the water return to the Platte River?

Response: Regardless of which alignment is built, NDOR must study how floodwaters get back to the Platte River under existing conditions, and then design the new US 30 to allow these conditions to continue functioning. This means that the new highway should not impair existing drainage conditions, or reduce the water carrying capacity of any roadside ditches and the cut-off ditches.

There is an unresolved issue outside the jurisdiction of the Resource Agencies. Improving how the water returns to the Platte River would require a larger opening of the railroad bridges at the Central cut-off ditch and at the Fremont cut-off ditch. If these changes are made to the railroad bridges, the bridges for the existing US 30 bridges should also be resized to accommodate water flow that would match the railroad bridge openings.

The next three questions are about the old Alternate 3 also referred to as the "S" Road alignment. On the exhibit we mailed to you, Alternate 3 is now labeled as Alternate 7.

Question #5: Has the option of moving all of Alternate 3 (now labeled as Alternate 7) north of the "S" road been considered?

Don Jisa showed (for the purpose of this presentation I will point out that Don Jisa did not set the line, but these are the writer's words) the "S" road alignment jumping across the "S" road drainage ditch several times. It seems several bridges would be eliminated by keeping the expressway on the north side of the east/west feeder ditch. Has this option been considered?

Response: Yes. After re-evaluating the alternative, NDOR has relocated Alternate 7—which is the old Alternate 3—so that it is entirely north of the "S" road. Alternate 7 would not jump across the "S" road drainage ditch thus reducing the number of structures needed.

Question #6: If US 30 is moved to the north side of the "S" Road, are the north/south culverts at the county road crossings and the three cut-off ditches under the expressway adequate to allow back water from 100 year ice jam situations to flow to the storage areas north of the "S" road?

Response: Currently the culverts and cut-off ditches are inadequate to handle a 100 year ice jam event. Moving US 30 will not change the conditions that occur as a result of a 100 year ice jam event. If a 100 year flood event occurs, all of the alternates being considered would be inundated.

Question #7: Which alternative will put the most pressure from flood water onto the Fremont cut-off ditch?

Response: If a flood event similar to the 1960 flood occurs, the Fremont cut-off ditch would be breached regardless of which alternate is built. If a flood event similar to the 1978 flood occurs, the Fremont cut-off ditch would likely be breached—assuming there is no man-made intervention such as the addition of sandbags or the use of dynamite-- regardless of which alternate is built.

Question #8: Which alternative will allow for the least potential cost of damage from a flood event of at least a 50 year flood?

Response: A 50 year flood event is going to cause damage throughout the project corridor regardless of which alternate is built. The damage potential does not change with the alternative. The degree of damage will vary depending upon several factors including: 1) location of the ice jam, 2) impact on commercial and residential development, and 3) construction and/or renovation of levees. The flood in 1978 was less than a 50 year flood event.

If the potential for significant damage is discovered, a risk analysis to define the degree of damage would be conducted.

Now let's review the comments. Some of these comments clarify key points we will need to keep in mind as we prepare our recommendations.

Comment #1: The US 30 project, regardless of which alternate is chosen, will not and is not intended to solve all drainage or flooding issues.

Response: This first comment is true. As mentioned earlier, NDOR will study existing drainage patterns and then design the new US 30 to assure that floodwaters can get back to the Platte River without significantly increasing flood stages.

Comment #2: Need to take North Bend out of the floodplain. Need not to flood more ground by making cutoff ditch flood more ground between North Bend and Fremont. Need to keep Fremont out of the floodplain. Need to get Platte River water back in river after flood. Can't flood houses east of Ames by cutoff ditch if used for flood control project.

Response: This comment describes a major fear held by others who live in the project corridor. Persons who lived here during the major ice jams, one occurred in the 1960's and the other occurred in the 1970's, want to avoid another similar situation. All of us have heard from the Resource Agencies at our last meeting that the possibility of a major ice jam still exists and, if it occurs this year, could result in floodwaters that top existing US 30 and possibly close US 77.

Two other comments also mentioned that there was a major ice jam in the 1960's and that this ice jam as well as the ice jam that occurred in the 1970's resulted in flooding at North Bend and Fremont. Thanks to both of the individuals for clarifying these matters. The major flood events occurred in March, 1960, and March 1978. The 1960 flood was an 80 year flood event and flooded northwest Fremont. The 1978 flood was a 35 year flood event and flooded the east end of North Bend. This flooding concern is an ongoing problem that, as mentioned before, cannot completely be cured by where the new highway is located. Progress on reducing the impact from this concern will continue to be discussed by the Lower Platte Natural Resource District, the Nebraska Department of Natural Resources and the US Army Corps of Engineers.

Comment #3: The Corps of Army Engineers study stops one mile east of the Fremont cut-off ditch and does not address how the water will return to the Platte or Elkhorn River. If flood

water breaches the Fremont cut-off ditch, the Rawhide Project will force water into a one mile wide bottleneck resulting in:

Damage to the Rawhide Project
Water overtopping current US 30 at Washington Heights and entering Fremont, and
Possible closure of US 77 north of Fremont.

Response: The first part of this comment that says the Corps study (the study that is commonly referred to as the Fremont study) stops one mile east of the Fremont cut-off ditch is correct.

Let's look at the rest of this comment. Would flood water that breaches the Fremont cut-off ditch damage the Rawhide Project? It is likely that some damage might be caused to the Rawhide Project if Fremont cut-off ditch is breached. Regardless of the alternative chosen, the amount of damage does not appear to substantially differ.

Would this same floodwater top current US 30? We assume the questioner means would this same floodwater top the US 30 bypass at Fremont. The answer depends on where the ice jam occurs. A flood event that exceeds a 50 year event, and that also occurs in a similar location to the 1960 flood event, probably will top Highway 77 north of Fremont before going over the bypass near Fremont. A flood event similar to the 1978 flood event which was a 35 year event, and that also occurs in a similar location, is also likely to top the bypass near Fremont. Conditions have since changed in the Platte River basin for the worse.

Would this same floodwater possibly close US 77 north of Fremont? As with the previous response, a flood event similar to those that occurred in 1960 and 1978 would probably close US 77 north of Fremont.

Other Business

Panel members were reminded that they must continue to work together as their recommendations are being developed. Consequently, since the Panel did not elect a chairperson, all news media inquiries should be directed to the mediators. If a Panel member prefers to respond to media questions, they should avoid sharing personal opinions. If a Panel member chooses to share information that is held by all members of their interest group, they should condition their response so that it is clear that the response is a reflection of their interest group and not necessarily the position of the entire Panel.

The next US 30 Advisory Panel meeting will be held:

Thursday, February 23, 2006
9:00 a.m.
Lower Platte River Natural Resource District
Wahoo, NE

No questions were raised by the general public.

Appendix B

MEETING MINUTES
US 30 Advisory Panel
Schuyler to Fremont, Nebraska

Lower Platte North Natural Resource District
February 23, 2006
9:00 a.m.

Attendees:

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  - Jim Paulson
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  - Doug Wamberg
- Business & Economic Development
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  - Rod Johnson — North Bend Chamber of Commerce
- Community Affairs
  - Jim Havelka — North Bend School District
  - Richard King — North Bend Fire District
  - Steve Sexton — Fremont School District
  - Mike Stratman — Property Owners Association
- Diking & Drainage Districts
  - Mike Eason — Cotterell Diking & Drainage Dist.
  - Grant Hansen — Ames Drainage & Diking Dist.
  - Larry Ruzicka — North Bend Drainage Dist.
- Local Government
  - Mark Johnson — City of North Bend
  - Dean Lux — Dodge County
  - Derril Marshall — City of Fremont

Facilitators:

- Greg Michaud
- Andrea Bostwick

Resource Agencies:

- Brian Dunnigan — Nebraska Dept of Natural Resources
- Jim Schurr — Nebraska Department of Roads
- Steve McBeth — Nebraska Department of Roads
- Leonard Sand — Nebraska Department of Roads
- Don Jisa — Nebraska Department of Roads
- Greg Christ — Nebraska Department of Roads'
- Tim Weander — NDOR, Omaha District Office
- Ed Kosola — Federal Highway Administration

John Miyoshi	Lower Platte North Natural Resources Dist.
Randy Behm	US Army Corps of Engineers

Other/General Public:

Raymond Janssen	State Senator
Russ Krebs	Fremont Tribune
Ralph Diffey	North Bend Resident
Carol Clement	North Bend Resident
John Reynolds	North Bend Resident
Frank & Mary Oskel	Area Residents
Robert A. Larson	Area Resident
Lowell Johnson	Nebraska Public Service Commission
Dick Gorton	HDR Consultants
Five other area residents	

Introduction/Meeting Minutes

Senator Raymond Janssen, who represents the 15th Legislative District, expressed his interest in this project, and in particular the concern for an interchange at Highway 79.

For the benefit of the Senator and other members of the general public who were attending their first meeting of the US 30 Advisory Panel, Greg Michaud said that the Panel's recommendations will be prepared in a report format and made available to the public.

Russ Krebs, Fremont Tribune, notified the mediators of his intention to attend and he joined the meeting shortly after it began.

Meeting minutes for the January 19th meeting were approved by the Panel with no changes.

Nebraska Interchange Policy

Randall Peters, State Traffic Engineer, for the Nebraska Department of Roads provided a presentation about interchanges. Mr. Peters has nearly 30 years of experience with the Nebraska Department of Roads (NDOR).

He began his presentation by describing the vision for Nebraska's highway system. A network of state roads would connect communities of 15,000 or greater population to the National Highway System. These roads, constructed as expressways, would provide free-flow traffic and limited access. One of the questions NDOR explored when developing this vision was whether uninterrupted flow of traffic meant that traffic signals were as out of place on rural expressways as they would be on an Interstate highway?

To help answer this question, NDOR looked at research conducted at the University of Nebraska-Lincoln that resulted in a report by Pat McCoy and Jim Bonneson titled "Interchange vs. At-Grade Intersections on Rural Expressways."

The findings of this research indicate that an interchange is the right solution in a rural area whenever a traffic signal is warranted. Since highway projects are designed to accommodate traffic projected to be present twenty years after a facility opens, traffic growth may not warrant an interchange until some future date.

In a rural area, when traffic warrants a traffic signal, NDOR prefers to build an interchange. Placing a traffic signal in an unexpected location can have the effect of creating rather than reducing accidents. He noted two exceptions: close-in (to town) bypasses and roadways entering cities.

After Randy's presentation, questions on the following matters were discussed with attendees.

- The study by the University of Nebraska-Lincoln looked at average accident frequency for interchanges and stop signs.

- The severity and number of accidents at interchanges and stop signs were evaluated. Fatalities and property damage, among other factors, were included in the evaluation.

- More serious accidents occur at stop signs than at interchanges.

- There is a relationship between accidents and the proximity of expressways to urban areas. Traffic volumes are an important indicator. More accidents occur closer to municipalities

- In a situation, like the one at North Bend, where projected traffic volumes indicate that an interchange might be warranted in the future, NDOR can buy the footprint for an interchange and build it when traffic volumes reach the traffic projections.

- Typically, federal and state funds are used to build interchanges. However, a municipality can fund an interchange when traffic volumes do not warrant construction.

- An interchange might be warranted for Alternatives 2 through 8 at some future date if traffic volumes warrant construction. If connector roads from the new US 30 are constructed to the old US 30 on the east and west sides of North Bend, traffic volumes are not likely to ever warrant construction of an interchange at Highway 79 (for Alternatives 2 through 6).

- Closing the unpaved county roads east and west of North Bend would not sufficiently increase the traffic volumes on Highway 79 to warrant an interchange for Alternatives 2 through 6.

- An interchange at Highway 79 may cause a rise in backwater. The NDOR is concerned about liability (NOTE: NDOR cannot construct a highway project that would result in a one foot or greater rise in backwater per federal regulations). Anytime there is highway construction, hydraulic studies must be conducted to

determine how drainage will be managed. Approvals would have to be obtained from the appropriate government entities before construction could occur.

- Cars and trucks are differentiated when NDOR calculates traffic volumes. Seasonal variations are also taken into consideration. The risk associated with propane and anhydrous ammonia cargo is not a factor in the decision-making process regarding interchanges.

- Inflation factors not are included in estimates when NDOR calculates interchange construction costs.

Work Group/Matrices Review & Discussion

Due to the information presented regarding the possibility of an interchange, the Panel agreed to postpone review of work group reports. Matrices will be recalculated to help evaluate the effect of an interchange for all the Alternatives being considered.

Other Business

At the next Panel meeting, the draft work group reports and matrices will be discussed, and information about highway relinquishment of existing US 30 will be shared with attendees.

Some Panel members indicated that the "all-day" working session tentatively scheduled for April may have to be postponed until May because of planting season and unpredictable weather. None of the other Panel members objected to the potential delay of the April meeting.

Thursday, March 23
9:00 a.m.
Lower Platte River Natural Resource District
Wahoo, NE

No questions were raised by the general public.

Appendix B

MEETING MINUTES
US 30 Advisory Panel
Schuyler to Fremont, Nebraska

Lower Platte North Natural Resource District
March 23, 2006
9:00 a.m.

Attendees:

Advisory Panel Members

- Agriculture & Alt. Property Owners
  - Jim Paulson
  - Bill Taylor
  - Doug Wamberg
- Business & Economic Development
  - Pat Halsted — Union Pacific Railroad
  - Harold Hollins — Fremont Chamber of Commerce
  - Rod Johnson — North Bend Chamber of Commerce
- Community Affairs
  - Jim Havelka — North Bend School District
  - Richard King — North Bend Fire District
  - Steve Sexton — Fremont School District
- Diking & Drainage Districts
  - Mike Eason — Cotterell Diking & Drainage Dist.
  - Grant Hansen — Ames Drainage & Diking Dist.
  - Larry Ruzicka — North Bend Drainage Dist.
- Local Government
  - Mark Johnson — City of North Bend
  - Dean Lux — Dodge County
  - Derril Marshall — City of Fremont

Facilitators:

- Greg Michaud
- Andrea Bostwick

Resource Agencies:

- Brian Dunnigan — Nebraska Dept of Natural Resources
- Jim Schurr — Nebraska Department of Roads
- Steve McBeth — Nebraska Department of Roads
- Leonard Sand — Nebraska Department of Roads
- Cindy Veys — Nebraska Department of Roads
- Art Yonkey — Nebraska Department of Roads
- Tim Weander — NDOR, Omaha District Office

Ed Kosola	Federal Highway Administration
Tom Mountford	Lower Platte North Natural Resources Dist.
Bob Heimann	Lower Platte North Natural Resources Dist.
Don Kavan	Lower Platte North NRD, Director - Subdistrict 7

Other/General Public:

Alan Doll	Dodge County Highway Superintendent
Jean Andrews	Dodge County Highway Department
Ralph Diffey	North Bend Resident
Carol Clement	North Bend Resident
John Reynolds	North Bend Resident
Lowell Johnson	Nebraska Public Service Commission
Lisa Richardson	HDR Consultants

Introduction/Meeting Minutes

Allan Doll and Jean Andrews were introduced from the Dodge County Highway Department. Allan has previously worked as a highway superintendent for two other Nebraska counties before recently joining Dodge County. Allan and Jean were invited to help answer questions on highway relinquishment.

No members of the news media were present.

Meeting minutes for the February 23rd meeting were approved by the Panel with no changes.

Nebraska Department of Road's Position on Interchanges & Floodplain Liability

As a follow-up to Randy Peter's presentation at the Panel's meeting in February, when he described Nebraska Interchange Policy, the Department of Roads provided a summary that included these points:

- ✓ An interchange on Alternative 1 is not likely because its proximity to North Bend would cause adverse impacts to homes and businesses and would interfere with existing traffic.

- ✓ Based on the traffic volume analysis, an interchange at Highway 79 may be justified for Alternatives 2-8 at a future date. The Department will need to continue to monitor traffic volumes and traffic growth patterns before a final decision is made.

- ✓ Results of drainage studies and approvals from federal, state, and local government entities may also affect whether an interchange might be built. (Editorial Reminder: NDOR cannot construct this project if it appears that the project would result in more than one foot of backwater.)

- ✓ A final determination of flood water impact can only be done after final roadway design work on the highway is completed. These activities will be done after the highway location is approved and the environmental documentation is done.

These responses were made to Panel questions:

- The new highway needs to be designed before approvals from other government entities can be obtained.

- An opinion regarding the likelihood of constructing an interchange at Highway 79 voiced by an NDOR staff member at the previous Panel meeting was based on limited information.

- The latest traffic counts are compiled from data collected in 2003 and 2004. This was a special count independent of the traffic counts done every two years. Previous traffic counts did not indicate the possibility of an interchange being warranted. When the latest traffic counts are projected over 20 years, it appears that an interchange may be warranted at a future date. There is no guarantee that traffic projections will warrant an interchange. Traffic projections are not always accurate. NDOR will, as mentioned previously, continue to monitor traffic volumes before a decision on an interchange is made.

- The new US 30 is still in the planning phase. Throughout the United States, the location for new highways is selected during the planning phase. Following the planning phase is the design phase. During the design phase is when the drainage study is conducted. The drainage study reveals specific drainage information that is used to help determine what should be constructed.

- Alternatives 7 & 8 have more conflicting traffic movements for intersections than the other alternatives. This greater number of conflicting traffic movements indicates that these two alternatives are more likely to warrant an interchange at a future date than the other alternatives being considered.

- Normally when an interchange is constructed where two roads intersect and one of the roads is two-lane, the two-lane road will overpass the four-lane road. However, drainage issues could lead to having the new US 30 overpass the two-lane Highway 79.

Highway Alternatives

It may be possible to meet all requirements and obtain the necessary approvals and permits to build an interchange in the flood plain at Highway 79. The Nebraska Department of Roads has listened carefully to the sentiment expressed by this Panel about an interchange at Highway 79. The Department recognizes the degree of importance that many Panel members and Dodge County residents have expressed for an interchange. For this reason, Steve McBeth announced that the Department is willing to study another alternative that would be located outside of the flood plain.

To be outside the flood plain, the proposed additional alternative would need to be at least ½ mile north of County Road S. He cautioned the Panel that by moving further north, traffic

patterns may change. Local residents might decide to use other local roads if the new US 30 was too far north. Consequently, traffic volumes may not reach a sufficient level to warrant an interchange. The Department would abide by the Panel's decision as to whether an additional alternative should be studied.

Panel members identified some of the difficulties that an additional alternative would present. The presence of pivot irrigation systems, splitting of farms, an east-west drainage ditch, an electrical sub-station, and the possibility of additional home and building takings were some of the physical difficulties identified. The Panel also felt that even if some of the physical difficulties could be avoided or minimized, there is the emotional strain to residents posed by another delay to study an additional alternative. No support was voiced to study an additional alternative. Consequently, the mediation process will proceed using the eight alternatives that are being evaluated.

Highway Relinquishment

Information about highway relinquishment was prepared by the Department of Roads and the Dodge County Highway Superintendent for this meeting. This information was provided in the form of fact sheets that were included in the information packets given to each Panel member at the beginning of the meeting.

In Nebraska, as in other states, when a new highway is built the old highway is either relinquished to local government for continued use by area residents or all, or portions, of the old highway are taken out of service. Most often, old highways are kept in service. These old highways help keep slower moving farm vehicles off new highways thus improving safety for all motorists. Older highways often remain an important part of the local road network that many residents will continue to use. While an initial highway relinquishment agreement had been signed by Dodge County, a new agreement may need to be developed depending upon which alternative is constructed.

For this project, a highway relinquishment agreement would include Dodge County, the Department of Roads, North Bend, and possibly Fremont. North Bend would need to be included since the small portion of existing US 30 within the corporate limits will be relinquished with any alternative.

- None of the local government entities would be expected to contribute funds for the new highway. The estimated cost of the proposed US 30 between North Bend and Fremont is $37 million. Additional features, such as interchange, will extend this cost over $40 million.

- Highway relinquishment means that local government would be responsible for maintenance. Resurfacing and snow removal are the most expensive maintenance activities. Paint striping, mowing, ditch cleanouts, sign replacement, crack sealing, and trash removal are also included in maintenance.

- Depending on the road's condition, NDOR may resurface the road on a one-time basis before relinquishment.

- NDOR also provides every county with monthly payments, based on a formula.

- Dodge County is presently maintaining approximately 930 miles of roads. Depending on which alternative is selected, at least 7 miles and no more than 16 miles would be relinquished.

- Estimates for highway maintenance were compiled by a consultant to NDOR. The consultant evaluated information from other states and Nebraska. Dodge County also estimated costs to maintain old US 30. The cost estimated by Dodge County was approximately $2,116 per mile. This estimate was virtually the same as the estimate received by NDOR' s consultant.

- Dodge County provided line-item estimates for each maintenance activity that include labor and equipment.

During Panel discussion, the following information was shared in response to questions.

- ❖ Even though Dodge County did not provide an estimate for it, Alternative #1 has not been removed from consideration.

- ❖ Funding allocations from government sources will increase for each additional mile of highway that is relinquished.

- ❖ Striping is done every year by Dodge County and twice a year by NDOR.

- ❖ Dodge County will be taking on additional roadway miles to maintain near Hooper and with the Highway 275 project.

- ❖ Dodge County has a ceiling as to how much additional federal funds it can receive through the "On System" funding. The "On System" funding comes from the federal government. The County may only be able to receive federal funding for approximately 20 more miles.

- ❖ For 2006, Dodge County will receive approximately $1.6 million in state funds for road purposes. Dodge County will, in addition, receive approximately $100,000 in federal funds.

- ❖ Resurfacing can be as frequent as every 5 to 10 years on a state highway. For a state highway that is relinquished, traffic volumes generally diminish. Consequently, the need for resurfacing will usually be less frequent. NDOR uses an index to determine when a road needs resurfacing.

- Two bridges on existing US 30 may need replacement or repair at some future date. These maintenance costs have not been considered and are not part of Dodge County estimate of $2,116 per mile to maintain existing US 30.

- If Alternative 4 is constructed, portions of existing US 30 within the right-of-way of the new highway would be taken out of service.

- None of the alternatives would be on railroad right-of-way. Right-of-way for the proposed US 30 would be approximately 200 feet.

- Steve McBeth, NDOR, explained that there are two steps in the relinquishment process, a preliminary agreement (also referred to as a covenant agreement) and a final agreement. The preliminary agreement provides a description of the terms that will most likely be included in the final agreement, but does not specify the exact number of miles to be relinquished. A preliminary agreement is generally signed after a preferred alternative is selected. The final agreement includes any special terms agreed upon and the specific number of miles to be relinquished.

- Dodge County signed a preliminary highway relinquishment agreement with NDOR for Alternative 2A in February 1999. Since NDOR has not selected a preferred alternative and is considering eight alternatives, this preliminary agreement is not in effect. Should an alternative similar to 2A be selected as the preferred alternative, the signed agreement may be used to develop a final agreement. If another alternative is chosen, then a new preliminary agreement will need to be developed.

- Preliminary relinquishment agreements, along with the proposed location of the new highway, are presented to the Nebraska Highway Commission for approval.

- To the best of everyone's memory, no existing highway in Nebraska has ever been taken out of service due to local government entities being unable to reach a relinquishment agreement.

Other Business

At the next Panel meeting, the revised matrices and draft interest group findings will be discussed. This meeting will be:

Thursday, June 8
9:00 a.m.
Lower Platte River Natural Resource District
Wahoo, NE

One questions raised by the general public concerned responsibility for maintaining County Road S. The township, not Dodge County, is responsible for maintaining County Road S.

Appendix B

MEETING MINUTES
US 30 Advisory Panel
Schuyler to Fremont, Nebraska

Lower Platte North Natural Resource District
June 8, 2006
9:00 a.m.

Attendees:

Advisory Panel Members

- Agriculture & Alt. Property Owners
  - Jim Paulson
  - Bill Taylor
  - Doug Wamberg
- Business & Economic Development
  - Harold Hollins — Fremont Chamber of Commerce
  - Rod Johnson — North Bend Chamber of Commerce
- Community Affairs
  - Jim Havelka — North Bend School District
  - Richard King — North Bend Fire District
  - Mike Stratman — Pioneer Lake & Adjacent Homeowners
- Diking & Drainage Districts
  - Mike Eason — Cotterell Diking & Drainage Dist.
  - Grant Hansen — Ames Drainage & Diking Dist.
  - Larry Ruzicka — North Bend Drainage Dist.
- Local Government
  - Mark Johnson — City of North Bend
  - Dean Lux — Dodge County
  - Derril Marshall — City of Fremont

Facilitators:

- Greg Michaud
- Andrea Bostwick

Resource Agencies:

- Brian Dunnigan — Nebraska Dept of Natural Resources
- Jim Schurr — Nebraska Department of Roads
- Steve McBeth — Nebraska Department of Roads
- Leonard Sand — Nebraska Department of Roads
- Rose Braun — Nebraska Department of Roads
- Chuck Sonday — Nebraska Department of Roads
- Jim Wilkinson — Nebraska Department of Roads

Tim Weander	NDOR, Omaha District Office
Ed Kosola	Federal Highway Administration
John Miyoshi	Lower Platte North Natural Resources Dist.

Other/General Public:

John Reynolds	North Bend Resident
Bob Knoell	Area Resident
Lowell Johnson	Nebraska Public Service Commission
Lisa Richardson	HDR Consultants

Introduction/Meeting Minutes

Meeting minutes for the March 23rd meeting were approved by the Panel with no changes.

There were no representatives from the news media in attendance.

Mediation Process Overview

Greg Michaud described the status of the mediation process and the milestone activities that need to be accomplished for the Panel to reach its goal of completing recommendations on the proposed US 30. After today's meeting when each interest group's findings would be discussed and presented to the Panel, the "all-day" meeting will be scheduled to develop recommendations. Before the "all-day" meeting is held, Panel members should share the results of their interest group's findings with their constituents.

After the recommendations are developed, Andrea Bostwick and Greg will draft the report. Copies will be sent to each Panel member for review and comment. Andrea and Greg will make any changes that are needed and print the final copies of the report. When the recommendations are ready for public presentation, the final meeting will be held to present the Panel's report to NDOR and FHWA. The public will be invited to the final meeting.

Interest Group Break-Out Session/Matrices Review & Discussion

Rose Braun (Business/Economic Development), Chuck Sonday (Agriculture & Property Owners), and Jim Wilkinson (Diking & Drainage) helped Andrea (Community Affairs) and Greg (Local Government) facilitate interest group discussions. Each interest group discussed their results and selected a spokesperson to announce their results to the rest of the Panel.

Interest Group Results

Copies of all of the interest group reports were distributed to each Panel member. The following results and related comments were provided to the Panel by each spokesperson.

Agriculture and Property Owners: Jim Paulson reported two concerns expressed during the break-out session. The group recognizes that the value of each structure (residence or building) is not a criterion of their analysis. Consequently, a relatively small number of less expensive

structures will have more weight in this analysis than one more expensive structure. The second concern relates to drainage. This group feels a portion of the Panel needs to remain active during the design stage of this project and work with NDOR to assure that drainage needs are met.

Alternatives 7 & 8 are the best choices under any of the three scenarios.

Business/Economic Development: Harold Hollins reported that Alternatives 5, 6, 7 & 8 are best depending on the scenario.

Community Affairs: Jim Havelka reported that Alternatives 5, 6, 7 & 8 are best depending on the scenario. Alternatives 7 & 8 are best if an interchange is built at Highway 79 (the second and third scenarios). This group strongly favors construction of an interchange at Highway 79.

Diking & Drainage: Mike Eason reported that this group rejected Scenario 1 because they believe, like the Community Affairs group, that an interchange should be constructed at Highway 79. Under Scenario 2 and 3 (construction of an interchange at Highway 79), the group feels that Alternatives 7 or 8 are best by a 2-1 vote by its members. A minority opinion also favored Alternate 4 under Scenario 3 despite the fact that it ranks as the worst alternative for this scenario.

Local Government: Mark Johnson reported that this group, like Community Affairs and Diking & Drainage, rejected Scenario 1 (no interchange). Alternative 6 is the best alternative under Scenarios 2 and 3. This group also discussed the possibility of combining the western portion of Alternative 7 (from Highway 79 west to the project terminus) with Alternative 6. This combination would reduce the relinquishment burden on Dodge County.

Other Business

Greg reminded Panel members of the importance in sharing the interest group results with constituents. In particular, we need to know if any municipality or chamber of commerce needs additional information before the "all-day" meeting so that appropriate arrangements can be made. If needed, special presentations can be arranged. Panel members should bring positions and questions from the groups or segments of the population they represent to the "all-day" meeting.

At the next Panel meeting, the draft recommendations will be developed. Because additional time may be needed, our meeting is scheduled for all day.
This meeting will be:

> **Thursday, August 31st**
> 10:30 a.m.
> Lower Platte River Natural Resource District
> Wahoo, NE

Harold Hollins asked about assumptions regarding the scenarios. For Scenario 3, there are two assumptions: (1) a decision that connector roads will not be built, and (2) traffic volumes for

Alternatives 2 through 6 might increase and eventually reach a level that warrants an interchange. Harold wants to know who makes this decision and whether it will be made before the next meeting. Steve McBeth responded by saying that North Bend city officials will need to decide if they want connector roads constructed from the proposed US 30 to existing US 30. The Chamber of Commerce and the City are encouraged to carefully consider the issue of whether they want connector roads built. NOTE: As the Panel heard at earlier meetings, foregoing construction of connector roads does not guarantee that traffic volumes will rise to a sufficient level to warrant an interchange at Highway 79.

Bill Taylor asked if the costs associated with turn lanes, connector roads and maintenance issues would be determining factors for NDOR as to whether an interchange might ever be built at Highway 79. Steve McBeth said that traffic volumes are the crucial factor in the decision to build an interchange, not the cost of building connector roads, turn lanes or maintenance issues.

No questions were raised by the general public.

Appendix B

MEETING MINUTES
US 30 Advisory Panel
Schuyler to Fremont, Nebraska

Lower Platte North Natural Resource District
August 31, 2006
10:30 a.m.

Attendees:

Advisory Panel Members

- Agriculture & Alt. Property Owners
  - Jim Paulson
  - Bill Taylor
  - Doug Wamberg
- Business & Economic Development
  - Pat Halsted — Union Pacific Railroad
  - Harold Hollins — Fremont Chamber of Commerce
  - Rod Johnson — North Bend Chamber of Commerce
- Community Affairs
  - Jim Havelka — North Bend School District
  - Richard King — North Bend Fire District
  - Steve Sexton — Fremont School District
  - Mike Stratman — Pioneer Lake & Adjacent Homeowners
- Diking & Drainage Districts
  - Mike Eason — Cotterell Diking & Drainage Dist.
  - Grant Hansen — Ames Drainage & Diking Dist.
  - Larry Ruzicka — North Bend Drainage Dist.
- Local Government
  - Mark Johnson — City of North Bend
  - Dean Lux — Dodge County
  - Derril Marshall — City of Fremont

Facilitators:

- Greg Michaud
- Andrea Bostwick

Resource Agencies:

- Brian Dunnigan — Nebraska Dept of Natural Resources
- Jim Schurr — Nebraska Department of Roads
- Steve McBeth — Nebraska Department of Roads
- Leonard Sand — Nebraska Department of Roads
- Cindy Veys — Nebraska Department of Roads
- Rose Braun — Nebraska Department of Roads
- Chuck Sonday — Nebraska Department of Roads

Jim Wilkinson	Nebraska Department of Roads
Ed Kosola	Federal Highway Administration
Dana Curtis	Federal Highway Administration
John Miyoshi	Lower Platte North Natural Resources Dist.
Randy Behm	US Army Corps of Engineers

Other/General Public:

Brittany Sill	Senator Raymond Janssen's Office
John Reynolds	North Bend Resident
Paul Eveland	Dodge County Resident
Lowell Johnson	Nebraska Public Service Commission
Lisa Richardson	HDR Consultants
Matt Pillard	HDR Consultants

Introduction/Meeting Minutes

Brittany Sill from State Senator Raymond Janssen's office attended her first US 30 Advisory Panel meeting.

No members of the news media were present at the start of the meeting. Nathan Arneal, North Bend Eagle, attended the last portion of this meeting.

Meeting minutes for the June 8th meeting were approved by the Panel with no changes.

Meeting Goal

The goal at this meeting was for the Panel to make recommendations regarding:

1) a highway alternative

2) highway components (rumble strips, turn-lanes, special signage, interchange, etc.), and

3) other concerns such as ponding on farm fields, the relinquishment agreement, or any other matters that might occur after the planning phase of this project is completed.

Greg Michaud described that in highway planning, rarely is there complete agreement on which alternative to construct. Consequently, we are seeking consensus among Panel members in which a majority support one of the eight alternatives, or a hybrid of any of these alternatives, that has been evaluated. A minority opinion will also be described in the recommendations that will be prepared in a report and submitted to the Nebraska Department of Roads and the Federal Highway Administration.

While the matrix results from each Interest Group on the Panel point to a majority opinion on a highway alternative, the Panel still needed to decide how to handle the safety issue at the intersection of Highway 79. If the Panel feels that the safety issue can best be handled through the construction of an interchange, can Scenario I results (no interchange) be eliminated? The

difference between Scenario 2 and 3 is whether connector roads would be constructed from the new US 30 to existing US 30 for alternatives 2 through 6. An interchange is not warranted for Alternatives 2 through 6 if connections are provided from existing US 30 to the new roadway. Panel members who represent the North Bend Chamber of Commerce and the North Bend Village government were asked what their organizations decided as to whether connector roads should be built. Both organizations concur that the connector roads must be built. With this information, the Interest Groups went into their break-out sessions.

Break Out Session

Rose Braun (Business & Economic Development), Chuck Sonday (Agriculture & Property Owners), and Jim Wilkinson (Diking & Drainage) helped Andrea Bostwick (Community Affairs) and Greg (Local Government) facilitate Interest Group discussions.

Each group was asked to discuss these three questions: 1) Of the three scenarios, can any scenario be eliminated from further consideration? 2) Are there any alternatives that should be eliminated from further consideration? 3) Based on the matrix for each group, it is clear which alternative is best. Are any other alternatives acceptable?

Making Choices

Before the meeting continued, Senator Raymond Janssen through his staff representative Brittany Sill stated that the Senator's primary concern was that this Panel reach agreement on a highway alternative.

There was unanimous agreement that Scenario 1 (no interchange at Highway 79) and Alternative #1 be eliminated from further consideration. All of the Interest Groups also agreed that an interchange at Highway 79 should be a top priority. Therefore, the Panel gave preference to Scenario 3 because it provided the most opportunities for an interchange at Highway 79.

In addition to some of the members sharing some personal concerns, two hybrid alternatives were proposed. Rod Johnson of the Business & Economic Development Interest Group suggested one of the hybrid alternatives. This hybrid alternative would combine the west portion of Alternative #7 with Alternative #6 on the east side of the Highway 79 intersection. The hybrid would follow Alternative #6 around North Bend on the east and utilize the remaining portion of Alternative # 1 or #2 for the rest of the length of the project.

The second hybrid alternative was proposed by Local Government. This hybrid alternative would combine the west portion of Alternative #7 to the Highway 79 intersection where it would switch to Alternative #6 for the rest of the length of the project.

A second break-out session was conducted to allow each Interest Group the opportunity to discuss the two hybrid alternatives proposed.

Choosing An Alternative

Following this break-out session, the Panel members were prepared to make their choice for a highway alternative. While the Panel made decisions earlier in the meeting to determine which scenario to follow, some Panel members had more flexibility as to what would be acceptable to their constituents while other Panel members felt they had less flexibility. Consequently, differences were expected within some Interest Groups. By secret ballot, each Panel member designated the alternative that they felt would best serve Dodge County residents based on the issues identified by these residents and Panel members. The results of this secret ballot vote, tabulated by Andrea Bostwick, Derril Marshall, and Mark Johnson, were:

- Alternative #7—2 votes
- Alternative #8—9 votes
- Hybrid proposed by Business & Economic Development—1 vote
- Hybrid proposed by Local Government—4 votes

The majority of the votes favored Alternative #8. *This vote is consistent with the Interest Group findings which concluded that Alternative #8 was either the best or the second best alternative for four of the five groups for Scenario 3 (constructing an interchange at Highway 79).*

Choosing Highway Components (Features)

Each of the five Interest Groups concurred that construction of an interchange is needed at Highway 79. Although the most recent traffic counts indicate that an interchange is not presently warranted and is not likely to be warranted for many years, the Panel chose to recommend that an interchange be constructed the same year when the new highway alternative is constructed.

If an interchange cannot be constructed the same year that the new alternative is built, the Panel also recommends that measures be taken to protect the land, through a Corridor Protection Plan, so that an interchange could be built quickly and with least expense once it is warranted. Steve McBeth, Nebraska Department of Roads, said that a Corridor Protection Plan for this project could be put into effect as soon as possible after the location hearing is held and corridor approval is given by the Highway Commission and the Governor.

Other Recommendations

Ponding: Members from the Agriculture & Property Owners Interest Group and the Diking & Drainage Interest Group recommended that some of their members along with the North Bend Drainage Board, the Dodge County Road Department, and the Lower Platte North Natural Resource District work with the Nebraska Department of Roads throughout the design phase of the project to ensure that local drainage concerns are taken into consideration before the drainage study.

Relinquishment: The Panel strongly recommends that NDOR work closely and cooperatively with Dodge County to develop a relinquishment agreement that reduces the financial burden for the County. The Panel asks NDOR to consider options including resurfacing, repair of both

bridges, surplus equipment, and additional highway funds, among others, before negotiations with the County commence.

Access to Fremont Lakes Recreational Area: Consider paving the rest of County Road 18 to Fremont State Lakes to provide visitors to this park a direct route from the new highway.

Fremont Cutoff Ditch (FCD): The Panel also recommends that NDOR work with the Lower Platte North Natural Resource District to look at the feasibility of providing additional flood protection for Fremont by turning the gravel road that runs parallel to the FCD on the east side into a dike or levee.

Panel Report & Final Meeting

Andrea and Greg will prepare a draft report that includes these recommendations. This draft report will be distributed to the Panel members for review and comment. A revision of this draft report will be prepared based on the comments provided by Panel members, and the revised report will be distributed to Panel members for a second round of review and comment. The report will be prepared for a formal submittal to the Federal Highway Administration and NDOR at the final meeting of the Panel.

Panel members will be contacted to select a date for this meeting which will probably occur sometime between mid-October and mid-November.

No questions were raised by the general public.

Appendix C

Updating the US 30 Project Alternatives

(This handout as well as Exhibits 1 and 2 and the handout entitled "Detailed Descriptions of the US 30 Project Alternatives" were provided to each of the Advisory Panel members via a mailing on December 30, 2005.)

BACKGROUND

At the beginning of the mediation process, we gave each of you an 8 ½" x 14" map *[Exhibit 1]* showing the alternate alignments under consideration (copy enclosed). At that time there were six alternatives:

- Alternative 1,
- Alternative 2,
- Alternative 2A,
- Alternative 2A with Variation,
- Alternative 3, and
- Alternative 3 with Variation.

Since that time, we have worked with NDOR to refine and update the alternatives. (Refer to the 8 ½" x 14" map.)

In response to comments from the public, NDOR developed Alternative 1A, a variation on the Alternative 1 alignment. This variation (not shown on the 8 ½" x 14" map) would move the bypass of North Bend approximately 0.2 miles north of the original Alternative 1 bypass, providing for more developable land between the city's northern limits and the new roadway. It also would cause the intersection of the proposed roadway and Highway 79 to be farther from the city.

As we worked to refine alternatives, we looked at various combinations of the original alternatives (as well as Alternative 1A), resulting in eight alternate alignments. Two of the original alternatives retained their original alignment: Alternatives 1 and 2A with Variation.

We modified the original Alternatives 3 and 3 with Variation such that, instead of crossing County Road S repeatedly, the alignment will utilize the north side of County Road S as much as possible.

We modified the original Alternatives 2 and 2A such that, instead of sharing an alignment with Alternative 1 from the west end of the project around North Bend, they would share an alignment with Alternative 1A from the west end of the project around North Bend and then tie into Alternative 2 just east of North Bend as originally proposed.

The two new alignments that we added are variations of original alternatives as well. First, we developed an additional Alternative 1 alignment that would utilize the Alternative 1A variation

around North Bend and utilize the original alignment proposed for Alternative 1 for the rest of the project.

The other added alignment utilizes the Alternative 2A variation from the west end of the project around North Bend and then utilizes original Alternative 2 for the rest of the project.

RENUMBERING THE ALTERNATIVES

The addition and modification of several alternatives has caused us to "renumber" the alternatives so that they will be easier to identify in reports and on maps. However, we have not excluded any of the sections that made up the original alternatives included in the project's environmental document. Hopefully the following table and other descriptions will make it easier for you to understand what sections make up the renumbered alternatives on the enclosed 11" x 68" map. Since we intend to assess each of these eight alignments using the criteria each Interest Group has deemed most important, we felt it was necessary to provide you this map ahead of the January meeting so that you will have time to look it over and ask any questions you may have.

Table of Descriptions for Renumbered Alternatives

Renumbered Alternative	Alignment Color on Map	Description of Renumbered Alternative	Sections of Original Alternative Making Up Renumbered Alternative
Alternative 1	Dark Blue	Original Alternative 1	1
Alternative 2	Green	New Alternative 1A	1-1A-1
Alternative 3	Red	Original Alternative 2 (Modified)	1-1A-2-1
Alternative 4	Yellow	Original Alternative 2A (Modified)	1-1A-2-2A-1
Alternative 5	Orange	New Alternative 2 with Variation	2A/3 Var-2-1
Alternative 6	Pink	Original Alternative 2A with Variation	2A/3 Var-2-2A-1
Alternative 7	Light Blue	Original Alternative 3 (Modified)	3
Alternative 8	Purple	Original Alterative 3 with Variation (Modified)	2A/3 Var-3

Appendix C

Detailed Descriptions of the US 30 Project Alternatives

Refer to 11" x 68" aerial map *[Exhibit 2]*

(This handout as well as Exhibits 1 and 2 and the handout entitled "Updating the US 30 Project Alternatives" were provided to each of the Advisory Panel members via a mailing on December 30, 2005.)

Original Alternative 1 (Renumbered Alternative 1)

This alternative alignment utilizes existing US 30 at the west end of the project until it nears North Bend, at which point it tightly bypasses the city on the north and then returns to follow existing US 30 for approximately 2.75 miles before veering from the existing roadway to head due east. This alternative utilizes new alignment from County Road 12 to the bypass of Fremont.

Alternative 1 was not changed in any way when the alternatives were refined.

New Alternative 1A (Renumbered Alternative 2)

This alternative was created in response to comments from the public. This alternative follows the same alignment as Alternative 1 except around North Bend where this alternative moves the bypass of North Bend approximately 0.2 miles north of the original Alternative 1 bypass. This allows for more developable land between the northern city limits and the proposed roadway.

Original Alternative 2 (Renumbered Alternative 3)

This alternative shares the original Alternative 1 alignment from the west end of the project to a point just east of North Bend and then again at the east end of the project, from County Road 18 to the bypass of Fremont. In the middle portion of the project, Alternative 2 is on a different alignment.

We **modified** the original Alternative 2 alignment such that instead of sharing the original Alternative 1 alignment around North Bend, it would share the Alternative 1A alignment around North Bend.

Original Alternative 2A (Renumbered Alternative 4)

This alternative shares the original Alternative 1 alignment from the west end of the project to a point just east of North Bend and then again at the east end of the project, from County Road 18 to the bypass of Fremont. From a point just east of North Bend to a point just west of County Road 15 it shares the original Alternative 2 alignment. From the point near County Road 15 to County Road 18 (through Ames), Alternative 2A is on a different alignment.

We **modified** the original Alternative 2A alignment such that instead of sharing the original Alternative 1 alignment around North Bend, it would share the Alternative 1A alignment around North Bend.

New Alternative 2 with Variation (Renumbered Alternative 5)

This new alternative is the same as original Alternative 2 except at the west end of the project. Instead of following the existing alignment west of North Bend and bypassing the city using

Alternative 1, this alternative veers off existing US 30 to the north at County Road 4 and then curves back to the east to utilize County Road S to bypass North Bend. After bypassing the city, the alternative then veers south to tie in with original Alternative 2 just east of County Road 9.

Original Alternative 2A with Variation (Renumbered Alternative 6)

This alternative is the same as Alternative 2A except at the west end of the project. Instead of following the existing alignment west of North Bend and bypassing the city using Alternative 1, this alternative veers off existing US 30 to the north at County Road 4 and then curves back to the east to utilize County Road S to bypass North Bend. After bypassing the city, the alternative then veers south to tie in with original Alternative 2 just east of County Road 9.

Original Alternative 2A with Variation was not changed in any way when the alternatives were refined.

Original Alternative 3 (Renumbered Alternative 7)

This alternative shares approximately 1.75 miles of original Alternative 1 alignment at the west end of the project before veering off existing US 30 to the north east of County Road 5 and then curving back to the east to utilize County Road S to bypass North Bend. The alternative continues to use County Road S all the way to Fremont.

We **modified** the original Alternative 3 such that the alignment, for the most part, utilizes the north side of County Road S. This change was made to avoid repeated crossings of County Road S.

Original Alternative 3 with Variation (Renumbered Alternative 8)

This alternative is the same as original Alternative 3 except at the west end of the project. Instead of following the existing alignment immediately west of North Bend, this alternative veers off existing US 30 to the north at County Road 4 and then curves back to the east to utilize an additional 1.5 miles of County Road S before tying into original Alternative 3 at County Road 7.

We **modified** the original Alternative 3 with Variation such that the alignment, for the most part, utilizes the north side of County Road S. This change was made to avoid repeated crossings of County Road S.

Appendix D

A METHODOLOGY FOR OBTAINING INTEREST GROUP INPUT TO THE ADVISORY PANEL

(This handout was provided to the Advisory Panel members at the June 14, 2005 Working Session.)

Advisory Panel "Product" – The Goal

The Advisory Panel's basic product is a report to the Nebraska Department of Roads (NDOR) as part of that agency's decision-making process. The report would include the following topics:

- Brief History of the Advisory Panel's involvement
- Interest Group/Advisory Panel Structure and Responsibilities
- The "No Build" Alternative
- Summary of Impacts Identified by the Interest Groups
- Conclusions/Recommendations

Consultant staff would provide assistance in drafting the report for Advisory Panel approval.

What the Panel Needs from the Interest Groups

In order to be able to consistently balance one group's interests with another's, the Advisory Panel needs uniform input from all groups. It needs to know the order of preference among alternatives considered and the relative degree to which they like/dislike each alternative.

The Panel also needs this input to be based in an analysis of impacts, so they can return to the basis of preferences should they need to do so in their deliberations. Therefore, the impact analyses should be quantitative, where possible, to the extent that criteria and impact measures can be compared on a "relative importance" basis.

Interest Group Methodology Objectives

1. Focus analysis on impacts of each build alternative.

2. Address impacts only in the group's area of interest.

3. Integrate as much objectivity as possible into this necessarily subjective process.

4. Provide quantitative comparisons among alternatives, as much as possible.

Individual Interest Group Conclusions

While the information required and impacts considered by the Interest Groups will vary, presentation to the Advisory Panel should be done in as consistent a manner as possible. To accomplish this consistency, it is suggested that each Interest Group:

- Identify issues (criteria) related to project impacts specific to the Interest Group.
- Conduct two rounds of mailings to the Interest Group mailing list to determine which issues are most important to the Group's constituents. The second mailing will help "weight" the issues to show their relative importance.
- Determine whether the impacts associated with each criterion can be measured or quantified (# of acres lost, extra miles traveled, cost of replacement, etc.). If so, the measures should be made relative one to another to allow the summing of impacts. If not, the Interest Group should by other means assign relative measures or scores to the criterion in question.

It is important that issues (criteria) be identified and their importance "weighted" ***before*** discussion of alternative alignments begins. By focusing Interest Group discussion on the relative importance of impact criteria, a more objective evaluation of each alternative alignment can be made.

Attachments A-1 and A-2 illustrate a methodology which allows flexibility in identifying and weighting issues, an objective assessment of alternative routes, and a consistent (among Interest Groups) presentation of information to the Advisory Panel.

Each Interest Group will be encouraged to make a presentation, define its position, summarize positive and negative impact issues, and discuss methods and supporting data used to arrive at conclusions.

Advisory Panel Recommendations

After listening to the recommendations of each Interest Group, the Advisory Panel will consider which alternative best meets the needs of the vision the Panel has for the communities and region as a whole, while trying to balance the needs of each interest area. The Panel may suggest ways to mitigate adverse impacts of its preferred alternative to address concerns raised by individual Interest Groups. A report will be prepared detailing the Panel's recommendations.

Words of Caution

This methodology will not provide results to which rigorous mathematical analyses can be applied. It is not the aim of the model to do so. Rather its purpose is to provide a system which will help groups to focus on maintaining an objective stance in their approach to issues and to develop and present their analyses in a logical manner. Used with care and caution, it can be an effective tool in striving for objective results in a very subjective environment.

Impact Matrix Methodology

STEP 1 Identify and "weight" most important Interest Group issues (criteria).

A. Compile an Interest Group mailing list.

B. Compile "core list" of issues. The "core list" will then be mailed to the entire Interest Group mailing list for additions, comments, etc.

C. Receive additions/comments on the "core list". An expanded list of issues will then be mailed to the entire Interest Group mailing list asking to identify the individual's *three* most important issues.

D. Compile/weight (based on Step 1.C. voting) the list of the Interest Group's top 5± issues. Screening out issues of lesser concern allows focus to be placed on the Interest Group's most important issues. Weights are expressed as percentages. The sum of all criteria weights would be 100%.

STEP 2 Identify alternative alignment impact measures. (See example, Attachment A-2.)

A. Assign **quantifiable** measures* (acres, number of buildings, miles, dollar values, road closures, etc.) to each of the criteria/alternatives identified in STEP 1. Where this is not feasible, the Interest Group should establish other relative measures or scores for that criterion. **(Raw score for each criterion for each alternative.)**

B. Calculate % distribution (SUM = 100%) for each criterion for each alternative. **(Relative Impact Score=Alternative Raw Score divided by total of Raw Scores).**

C. Apply appropriate criteria weighting factor to each Relative Impact Score **(Weighted Impact Score=Criteria Weight times Relative Impact Score).**

D. **SUM** the weighted impact scores for each alternative route. **(Alternative Preference Score)**

The alternative with the least negative impacts has the lowest Alternative Preference Score.

*Notes

1. Care should be taken to ensure that all measures are in the same direction; i.e., the larger the score, the larger the negative impact. If larger scores would indicate a more positive effect, use the reciprocal of the raw scores in question.
2. Avoid comparisons which cause some alternatives to have scores of zero. Zero scores tend to distort importance measures.

EXAMPLE
AGRICULTURE IMPACTS
SUMMARY SHEET

ALTERNATIVE ALIGNMENTS	**CRITERIA** (WEIGHTS IN PARENTHESIS)				ALTERNATIVE PREFERENCE SCORE
	NO. OF FARM BUILDINGS DISPLACED (40%)	NO. OF ACRES REMOVED (30%)	AGRICULTURE COMMUNITY COHESION (20%)	NO. OF ROADS CLOSED (10%)	
ALTERNATIVE 1					
RAW SCORE	5	1,000	1	3	
RELATIVE IMPACT SCORE	14.3	58.8	16.7	50.0	
WEIGHTED IMPACT SCORE	5.7	17.6	3.3	5.0	31.6
ALTERNATIVE 2					
RAW SCORE	20	200	3	1	
RELATIVE IMPACT SCORE	57.1	11.8	50.0	16.7	
WEIGHTED IMPACT SCORE	22.8	3.5	10.0	1.7	38.0
ALTERNATIVE 3					
RAW SCORE	10	500	2	2	
RELATIVE IMPACT SCORE	28.6	29.4	33.3	33.3	
WEIGHTED IMPACT SCORE	11.4	8.8	6.7	3.3	30.2

TOTAL RELATIVE IMPACT SCORES	**100**	**100**	**100**	**100**	
TOTAL WEIGHTED IMPACT SCORES	**40**	**30**	**20**	**10**	**100**

Notes: 1. Agriculture community cohesion raw scores are subjective (no objective measurements).
2. Total scores may vary due to rounding.

US 30
SCHUYLER TO FREMONT

AGRICULTURE & PROPERTY OWNERS INTEREST GROUP

REPORT TO THE ADVISORY PANEL
JUNE 8, 2006

Jim Paulson

Doug Taylor

Doug Wamberg

US 30 – Schuyler to Fremont
Agriculture & Property Owners Interest Group Report

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US 30 – Schuyler to Fremont

Agriculture & Property Owners Interest Group Report
Summary of Findings – Comparing Scenarios

Scenarios
Each Interest Group was presented with three scenarios for their consideration. A brief description of each scenario is provided below.

Scenario 1 – No Interchange at Hwy 79
The first scenario assumes that an intersection, not an interchange, would be provided at Highway 79 for each of the eight alternatives.

Scenario 2 – Interchange at Hwy 79 for Alts 7 & 8 Only
The second scenario assumes that an interchange would be provided at Highway 79 for Alternatives 7 & 8 only at some point in the future. An intersection would be provided for Alternatives 1 through 6.

Scenario 3 – Interchange at Hwy 79 for Alts 2, 3, 4, 5, 6, 7 & 8
The third scenario assumes that an interchange would be provided at Highway 79 for Alternatives 2 through 8 at some point in the future. In this scenario, an interchange would be provided for Alternatives 2 through 6 *only* if access from the proposed alternatives to existing US 30 east and west of North Bend is eliminated. This in effect would cause all traffic coming to North Bend from the east and the west to enter North Bend from the north via Highway 79. Since an interchange for Alternative 1 would adversely impact the northern portion of North Bend, an intersection, not an interchange, would be provided for this alternative.

Scenarios 2 and *3* are based on traffic projections that suggest, but do not guarantee, the possibility that an interchange could be warranted sometime in the future based on certain assumptions.

Results
Below is a Summary of Findings for each of the three scenarios based on the individual Summary of Findings found on pages 3 through 5 of this report.

- Of the eight alternatives under consideration, Alternatives 7 and 8 are equal and the best **overall** for Scenarios 1 and 3. Alternative 7 is best **overall** for Scenario 2. (Also see the Alternative Preferences Comparison Chart on page 8.)

- In terms of **minimizing farm splitting**, which results in irregularly shaped and potentially landlocked parcels, Alternative 8 is the best for all three scenarios, followed closely by Alternatives 7 and 4 for Scenario 1, Alternative 7 for Scenario 2 and Alternatives 4 and 7 for Scenario 3. Alternative 5 is the least desirable alternative for all three scenarios for this criterion.

- In terms of **minimizing the total number of acres taken**, Alternative 1 is the best for all three scenarios. Alternative 7 is the least desirable for all three scenarios for this criterion.

- In terms of the **loss of high-value land**, Alternative 8 is the best, followed closely by Alternative 7, for all three scenarios. Alternatives 4 and 6 are the least desirable for all three scenarios for this criterion.

- In terms of **minimizing the number of farm homes and farm buildings taken**, Alternative 8 is best, followed closely by Alternative 7, for all three scenarios. Alternative 4 is the least desirable for this criterion for all three scenarios, followed closely by Alternative 6 for Scenario 3.

  It should be noted that a majority of the effected structures are of low value.

- In terms of **minimizing disruption of surface drainage, tile drainage and irrigation,** Alternative 1 is the best for all three scenarios. Alternative 7 is the least desirable for all three scenarios for this criterion.

- In terms of **minimizing the number of miles of existing US 30 that Dodge County would be required to repair and maintain**, Alternative 4 is the best, followed by Alternative 3 for all three scenarios. Alternative 8 is the least desirable alternative for all thee scenarios for this criterion.

It is the recommendation of the Agriculture and Property Owners Interest Group that a citizens advisory group work with NDOR during the design phase of this project to ensure that local drainage concerns are taken into consideration.

US 30 – Schuyler to Fremont

Agriculture & Property Owners Interest Group Report
Summary of Findings

Scenario 1 – No Interchange at Hwy 79

Below is a Summary of Findings for Scenario 1, which has no interchange at Highway 79 for any of the alternatives. This summary is based on the Impact Summary Matrix for Scenario 1 found on page 9 of this report.

- Of the eight alternatives under consideration, Alternatives 7 and 8 are equal and the best **overall**.

- In terms of **minimizing farm splitting**, which results in irregularly shaped and potentially landlocked parcels, Alternative 8 is the best, followed closely by Alternatives 7 and 4. Alternative 5 is the least desirable alternative for this criterion.

- In terms of **minimizing the total number of acres taken**, Alternative 1 is the best. Alternative 7 requires the most acreage to be taken and, therefore, is the least desirable for this criterion.

- In terms of the **loss of high-value land**, Alternative 8 is the best, followed closely by Alternative 7. Alternatives 4 and 6 are the least desirable for this criterion.

- In terms of **minimizing the number of farm homes and farm buildings taken**, Alternative 8 is best, followed closely by Alternative 7. Alternative 4 takes the largest number of farm homes and farm buildings and, therefore, is the least desirable for this criterion.

  It should be noted that a majority of the effected structures are of low value.

- In terms of **minimizing disruption of surface drainage, tile drainage and irrigation**, Alternative 1 is the best. Alternative 7 is the least desirable for this criterion.

- In terms of **minimizing the number of miles of existing US 30 that Dodge County would be required to repair and maintain**, Alternative 4 is the best, followed by Alternative 3. Alternative 8 is the least desirable alternative for this criterion.

It is the recommendation of the Agriculture and Property Owners Interest Group that a citizens advisory group work with NDOR during the design phase of this project to ensure that local drainage concerns are taken into consideration.

US 30 – Schuyler to Fremont

Agriculture & Property Owners Interest Group Report
Summary of Findings

Scenario 2 – Interchange at Hwy 79 for Alts. 7 & 8 Only

Below is a Summary of Findings for Scenario 2, which would provide an interchange at Highway 79 for Alternatives 7 & 8 only at some point in the future. An intersection would be provided for Alternatives 1 through 6. This summary is based on the Impact Summary Matrix for Scenario 2 found on page 10 of this report.

- Of the eight alternatives under consideration, Alternative 7 is the best **overall**.

- In terms of **minimizing farm splitting**, which results in irregularly shaped and potentially landlocked parcels, Alternative 8 is the best, followed closely by Alternative 7. Alternative 5 is the least desirable alternative for this criterion.

- In terms of **minimizing the total number of acres taken**, Alternative 1 is the best. Alternative 7 requires the most acreage to be taken and, therefore, is the least desirable for this criterion.

- In terms of **loss of high-value land**, Alternative 8 is the best, followed closely by Alternative 7. Alternatives 4 and 6 are the least desirable for this criterion.

- In terms of **minimizing the number of farm homes and farm buildings taken**, Alternative 8 is best, followed closely by Alternative 7. Alternative 4 takes the largest number of farm homes and farm buildings and, therefore, is the least desirable for this criterion.

  It should be noted that a majority of the effected structures are of low value.

- In terms of **minimizing disruption of surface drainage, tile drainage and irrigation**, Alternative 1 is the best. Alternative 7 is the least desirable for this criterion.

- In terms of **minimizing the number of miles of existing US 30 that Dodge County would be required to repair and maintain**, Alternative 4 is the best, followed by Alternative 3. Alternative 8 is the least desirable alternative for this criterion.

It is the recommendation of the Agriculture and Property Owners Interest Group that a citizens advisory group work with NDOR during the design phase of this project to ensure that local drainage concerns are taken into consideration.

US 30 – Schuyler to Fremont

Agriculture & Property Owners Interest Group Report
Summary of Findings

Scenario 3 – Interchange at Hwy 79 for Alts. 2, 3, 4, 5, 6, 7 & 8

Below is a Summary of Findings for Scenario 3, which would provide an interchange at Highway 79 for Alternatives 2 through 8 at some point in the future. In this scenario, an interchange would be provided for Alternatives 2 through 6 *only* if access from the proposed alternatives to existing US 30 east and west of North Bend is eliminated. This in effect would cause all traffic coming to North Bend from the east and the west to enter North Bend from the north via Highway 79. Since an interchange for Alternative 1 would adversely impact the northern portion of North Bend, an intersection, not an interchange, would be provided for this alternative. This summary is based on the Impact Summary Matrix for Scenario 3 found on page 11 of this report.

- Of the eight alternatives under consideration, Alternatives 7 and 8 are equal and the best **overall**.

- In terms of **minimizing farm splitting**, which results in irregularly shaped and potentially landlocked parcels, Alternative 8 is the best, followed closely by Alternatives 4 and 7. Alternative 5 is the least desirable alternative for this criterion.

- In terms of **minimizing the total number of acres taken**, Alternative 1 is the best. Alternative 7 requires the most acreage to be taken and, therefore, is the least desirable for this criterion.

- In terms of the **loss of high-value land**, Alternative 8 is the best, followed closely by Alternative 7. Alternatives 4 and 6 are the least desirable for this criterion.

- In terms of **minimizing the number of farm homes and farm buildings taken**, Alternative 8 is best, followed closely by Alternative 7. Alternative 4 takes the largest number of farm homes and farm buildings followed closely by Alternative 6.

  It should be noted that a majority of the effected structures are of low value.

- In terms of **minimizing disruption of surface drainage, tile drainage and irrigation**, Alternative 1 is the best. Alternative 7 is the least desirable for this criterion.

- In terms of **minimizing the number of miles of existing US 30 that Dodge County would be required to repair and maintain**, Alternative 4 is the best, followed by Alternative 3. Alternative 8 is the least desirable alternative for this criterion.

It is the recommendation of the Agriculture and Property Owners Interest Group that a citizens advisory group work with NDOR during the design phase of this project to ensure that local drainage concerns are taken into consideration.

US 30 – Schuyler to Fremont

Agriculture & Property Owners Interest Group Report
Criteria, Weights & Measures

Criterion	Weighted %	Measure
• Minimize the splitting of farms which results in irregularly shaped and potentially landlocked parcels	29.1%	number of acres of severed parcels
• Minimize the number of total acres taken	21.9%	number of total acres taken by the roadway
• Minimize the number of acres of high value land (based on soil type and land use) taken	15.8%	A point tally using the NRCS land evaluation system that includes soil type, land use, farm investments (irrigation, storage bldgs, etc.) and other related factors of the acreage required
• Minimize the number of farm homes and farm buildings taken	12.1%	number of farm homes and number of large farm buildings displaced
• Minimize the disruption of surface drainage, tile drainage and irrigation	11.7%	number of acres of irrigated land disturbed by roadway (area measurement)
• Minimize the number of miles of existing US 30 that Dodge County would be required to repair and maintain	9.3%	number of miles of existing US 30 to be relinquished to Dodge County

US 30 - Schuyler to Fremont

Agriculture & Property Owners Interest Group Report
Table of Raw Scores

Alternative Alignments	Criteria - Raw Scores										
	Farm Splitting (Acres)		Total Acres Taken (Acres)		Loss of High Value Land (Number)		Farm Home/Structue Impacts (Number)		Surface/Tile Drainage & Irrigation Impacts (Acres)		Existing US 30 Roadway Relinquishment (Miles)
	Intersection	Interchange*	Intersection	Interchange*	Intersection	Interchange*	Intersection	Interchange*	Intersection	Interchange*	
1	874	NA	431	NA	Prime Farmland: 381 Structures: 40	NA	Residences: 1 Structures: 39 Total: 40	NA	420	NA	10.13
2	918	895	439	481	Prime Farmland: 389 Structures: 44	Prime Farmland: 422 Structures: 44	Residences: 2 Structures: 42 Total: 44	Residences: 2 Structures: 42 Total: 44	426	462	10.08
3	1,002	980	440	482	Prime Farmland: 365 Structures: 43	Prime Farmland: 396 Structures: 43	Residences: 1 Structures: 42 Total: 43	Residences: 1 Structures: 42 Total: 43	427	463	9.70
4	498	475	442	484	Prime Farmland: 397 Structures: 50	Prime Farmland: 430 Structures: 50	Residences: 6 Structures: 44 Total: 50	Residences: 6 Structures: 44 Total: 50	424	460	7.05
5	1,110	1,099	445	487	Prime Farmland: 369 Structures: 36	Prime Farmland: 390 Structures: 42	Residences: 0 Structures: 36 Total: 36	Residences: 1 Structures: 41 Total: 42	432	457	13.30
6	606	595	447	489	Prime Farmland: 401 Structures: 43	Prime Farmland: 424 Structures: 49	Residences: 5 Structures: 38 Total: 43	Residences: 6 Structures: 43 Total: 49	430	454	10.64
7	490	479	457	499	Prime Farmland: 119 Structures: 1	Prime Farmland: 126 Structures: 7	Residences: 0 Structures: 1 Total: 1	Residences: 1 Structures: 6 Total: 7	450	475	14.20
8	483	472	449	491	Prime Farmland: 117 Structures: 0	Prime Farmland: 124 Structures: 6	Residences: 0 Structures: 0 Total: 0	Residences: 1 Structures: 5 Total: 6	442	467	15.95

* Where an interchange is provided for Alternatives 2 through 6, access would not be provided from the proposed Alternatives to existing US 30 east and west of North Bend.

US 30 - Schuyler to Fremont

Agriculture & Property Owners Interest Group Report
Alternative Preferences Comparison Chart

Alternative Alignment	Alternative Preferences		
	Scenario 1 No Interchange at Hwy 79	Scenario 2 Interchange at Hwy 79 for Alts. 7 & 8 Only	Scenario 3 Interchange at Hwy 79 for Alts 2, 3, 4, 5, 6, 7 & 8*
1	5 (13.5)	5 (13.5)	5 (13.0)
2	6 (14.1)	6 (13.9)	6 (14.0)
3	7 (14.4)	7 (14.1)	7 (14.3)
4	3 (12.1)	3 (12.0)	3 (12.1)
5	8 (15.0)	8 (14.8)	8 (15.2)
6	4 (12.8)	4 (12.6)	4 (12.9)
7	1/2 (8.9)	1 (9.4)	1/2 (9.2)
8	1/2 (8.9)	2 (9.5)	1/2 (9.2)

X y = Best X y = Worst

X = Ranking
y = Alternative Preference Score (low scores are better)

* Alternatives 2 through 6 would not provide access to existing US 30 east or west of North Bend.

US 30 - SCHUYLER TO FREMONT

AGRICULTURE & PROPERTY OWNERS INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 1 - NO INTERCHANGE AT HIGHWAY 79

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)						ALTERNATIVE PREFERENCE SCORE ①
	FARM SPLITTING (29.1%)	TOTAL ACRES TAKEN (21.9%)	LOSS OF HIGH VALUE LAND (15.8%)	FARM HOME STRUCTURE IMPACTS (12.1%)	DRAINAGE & IRRIGATION IMPACTS (11.7%)	MAINTAIN EXISTING US30 (9.3%)	
1							
RAW SCORE	874	431	381 40	40	420	10.13	
RELATIVE IMPACT SCORE	14.6	12.1	15.1	15.6	12.2	11.1	
WEIGHTED IMPACT SCORE	4.2	2.6	2.4	1.9	1.4	1.0	13.5
2							
RAW SCORE	918	439	389 44	44	426	10.08	
RELATIVE IMPACT SCORE	15.3	12.4	15.5	17.1	12.3	11.1	
WEIGHTED IMPACT SCORE	4.5	2.7	2.4	2.1	1.4	1.0	14.1
3							
RAW SCORE	1,002	440	365 43	43	427	9.70	
RELATIVE IMPACT SCORE	16.8	12.4	14.6	16.7	12.4	10.7	
WEIGHTED IMPACT SCORE	4.9	2.7	2.3	2.0	1.5	1.0	14.4
4							
RAW SCORE	498	442	397 50	50	424	7.05	
RELATIVE IMPACT SCORE	8.3	12.5	16.0	19.5	12.3	7.7	
WEIGHTED IMPACT SCORE	2.4	2.7	2.5	2.4	1.4	0.7	12.1
5							
RAW SCORE	1,110	445	369 36	36	432	13.30	
RELATIVE IMPACT SCORE	18.6	12.5	14.5	14.0	12.5	14.6	
WEIGHTED IMPACT SCORE	5.4	2.7	2.3	1.7	1.5	1.4	15.0
6							
RAW SCORE	606	447	401 43	43	430	10.64	
RELATIVE IMPACT SCORE	10.1	12.6	15.9	16.7	12.5	11.7	
WEIGHTED IMPACT SCORE	2.9	2.8	2.5	2.0	1.5	1.1	12.8
7							
RAW SCORE	490	457	119 1	1	450	14.20	
RELATIVE IMPACT SCORE	8.2	12.9	4.3	0.4	13.0	15.6	
WEIGHTED IMPACT SCORE	2.4	2.8	0.7	0.0	1.5	1.5	8.9
8							
RAW SCORE	483	449	117 0	0	442	15.95	
RELATIVE IMPACT SCORE	8.1	12.6	4.1	0.0	12.8	17.5	
WEIGHTED IMPACT SCORE	2.4	2.8	0.6	0.0	1.5	1.6	8.9
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**29.1**	**21.9**	**15.8**	**12.1**	**11.7**	**9.3**	**100**

Notes: Total scores may vary due to rounding.
① The best alternative preference score is the lowest score.

US 30 - SCHUYLER TO FREMONT

AGRICULTURE & PROPERTY OWNERS INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 2 - INTERCHANGE AT HIGHWAY 79 FOR ALTS. 7 & 8 ONLY

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)						ALTERNATIVE PREFERENCE SCORE ①
	FARM SPLITTING (29.1%)	TOTAL ACRES TAKEN (21.9%)	LOSS OF HIGH VALUE LAND (15.8%)	FARM HOME STRUCTURE IMPACTS (12.1%)	DRAINAGE & IRRIGATION IMPACTS (11.7%)	MAINTAIN EXISTING US30 (9.3%)	
1							
RAW SCORE	874	431	381 40	40	420	10.13	
RELATIVE IMPACT SCORE	14.7	11.9	14.9	14.9	12.0	11.1	
WEIGHTED IMPACT SCORE	4.3	2.6	2.4	1.8	1.4	1.0	13.5
2							
RAW SCORE	918	439	389 44	44	426	10.08	
RELATIVE IMPACT SCORE	15.4	12.1	15.4	16.4	12.2	11.1	
WEIGHTED IMPACT SCORE	4.5	2.6	2.4	2.0	1.4	1.0	13.9
3							
RAW SCORE	1,002	440	365 43	43	427	9.70	
RELATIVE IMPACT SCORE	16.8	12.1	14.5	16.0	12.2	10.7	
WEIGHTED IMPACT SCORE	4.9	2.6	2.3	1.9	1.4	1.0	14.1
4							
RAW SCORE	498	442	397 50	50	424	7.05	
RELATIVE IMPACT SCORE	8.4	12.2	15.9	18.6	12.1	7.7	
WEIGHTED IMPACT SCORE	2.4	2.7	2.5	2.3	1.4	0.7	12.0
5							
RAW SCORE	1,110	445	369 36	36	432	13.30	
RELATIVE IMPACT SCORE	18.6	12.2	14.4	13.4	12.3	14.6	
WEIGHTED IMPACT SCORE	5.4	2.7	2.3	1.6	1.4	1.4	14.8
6							
RAW SCORE	606	447	401 43	43	430	10.64	
RELATIVE IMPACT SCORE	10.2	12.3	15.7	16.0	12.3	11.7	
WEIGHTED IMPACT SCORE	3.0	2.7	2.5	1.9	1.4	1.1	12.6
7							
RAW SCORE	479	499	126 7	7	475	14.20	
RELATIVE IMPACT SCORE	8.0	13.7	4.7	2.6	13.6	15.6	
WEIGHTED IMPACT SCORE	2.3	3.0	0.7	0.3	1.6	1.5	9.4
8							
RAW SCORE	472	491	124 6	6	467	15.95	
RELATIVE IMPACT SCORE	7.9	13.5	4.6	2.2	13.3	17.5	
WEIGHTED IMPACT SCORE	2.3	3.0	0.7	0.3	1.6	1.6	9.5
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**29.1**	**21.9**	**15.8**	**12.1**	**11.7**	**9.3**	**100**

Notes: Total scores may vary due to rounding.
① The best alternative preference score is the lowest score.

US 30 - SCHUYLER TO FREMONT

AGRICULTURE & PROPERTY OWNERS INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 3 - INTERCHANGE AT HIGHWAY 79 FOR ALTS. 2, 3, 4, 5, 6, 7 & 8*

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)						ALTERNATIVE PREFERENCE SCORE ①
	FARM SPLITTING (29.1%)	TOTAL ACRES TAKEN (21.9%)	LOSS OF HIGH VALUE LAND (15.8%)	FARM HOME STRUCTURE IMPACTS (12.1%)	DRAINAGE & IRRIGATION IMPACTS (11.7%)	MAINTAIN EXISTING US30 (9.3%)	
1							
RAW SCORE	874	431	381 40	40	420	10.13	
RELATIVE IMPACT SCORE	14.9	11.2	14.2	14.2	11.5	11.1	
WEIGHTED IMPACT SCORE	4.3	2.5	2.2	1.7	1.3	1.0	13.0
2							
RAW SCORE	895	481	422 44	44	462	10.08	
RELATIVE IMPACT SCORE	15.2	12.5	15.7	15.7	12.6	11.1	
WEIGHTED IMPACT SCORE	4.4	2.7	2.5	1.9	1.5	1.0	14.0
3							
RAW SCORE	980	482	396 43	43	463	9.70	
RELATIVE IMPACT SCORE	16.7	12.5	14.8	15.3	12.7	10.7	
WEIGHTED IMPACT SCORE	4.9	2.7	2.3	1.9	1.5	1.0	14.3
4							
RAW SCORE	475	484	430 50	50	460	7.05	
RELATIVE IMPACT SCORE	8.1	12.6	16.1	17.8	12.6	7.7	
WEIGHTED IMPACT SCORE	2.4	2.8	2.5	2.2	1.5	0.7	12.1
5							
RAW SCORE	1,099	487	390 42	42	457	13.30	
RELATIVE IMPACT SCORE	18.7	12.7	14.5	14.9	12.5	14.6	
WEIGHTED IMPACT SCORE	5.4	2.8	2.3	1.8	1.5	1.4	15.2
6							
RAW SCORE	595	489	424 49	49	454	10.64	
RELATIVE IMPACT SCORE	10.1	12.7	15.9	17.4	12.4	11.7	
WEIGHTED IMPACT SCORE	2.9	2.8	2.5	2.1	1.5	1.1	12.9
7							
RAW SCORE	479	499	126 7	7	475	14.20	
RELATIVE IMPACT SCORE	8.2	13.0	4.5	2.5	13.0	15.6	
WEIGHTED IMPACT SCORE	2.4	2.8	0.7	0.3	1.5	1.5	9.2
8							
RAW SCORE	472	491	124 6	6	467	15.95	
RELATIVE IMPACT SCORE	8.0	12.8	4.4	2.1	12.8	17.5	
WEIGHTED IMPACT SCORE	2.3	2.8	0.7	0.3	1.5	1.6	9.2
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**29.1**	**21.9**	**15.8**	**12.1**	**11.7**	**9.3**	**100**

Notes: Total scores may vary due to rounding.

* Alternatives 2 through 6 would not provide access to existing US 30 east or west of North Bend.

① The best alternative preference score is the lowest score.

US 30
SCHUYLER TO FREMONT

BUSINESS/ECONOMIC DEVELOPMENT INTEREST GROUP

REPORT TO THE ADVISORY PANEL
JUNE 8, 2006

Pat Halsted

Harold Hollins

Rod Johnson

US 30 – Schuyler to Fremont
Business/Economic Development Interest Group Report

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US 30 – Schuyler to Fremont

Business/Economic Development Interest Group Report
Summary of Findings – Comparing Scenarios

Scenarios
Each Interest Group was presented with three scenarios for their consideration. A brief description of each scenario is provided below.

Scenario 1 – No Interchange at Hwy 79
The first scenario assumes that an intersection, not an interchange, would be provided at Highway 79 for each of the alternatives.

Scenario 2 – Interchange at Hwy 79 for Alts 7 & 8 Only
The second scenario assumes that an interchange would be provided at Highway 79 for Alternatives 7 & 8 only at some point in the future. An intersection would be provided for Alternatives 1 through 6.

Scenario 3 – Interchange at Hwy 79 for Alts 2, 3, 4, 5, 6, 7 & 8
The third scenario assumes that an interchange would be provided at Highway 79 for Alternatives 2 through 8 at some point in the future. In this scenario, an interchange would be provided for Alternatives 2 through 6 *only* if access from the proposed alternatives to existing US 30 east and west of North Bend is eliminated. This in effect would cause all traffic coming to North Bend from the east and the west to enter North Bend from the north via Highway 79. Since an interchange for Alternative 1 would adversely impact the northern portion of North Bend, an intersection, not an interchange, would be provided for this alternative.

Scenarios 2 and *3* are based on traffic projections that suggest, but do not guarantee, the possibility that an interchange could be warranted sometime in the future based on certain assumptions.

Results
Below is a Summary of Findings for each of the three scenarios based on the individual Summary of Findings found on pages 3 through 5 of this report.

- Of the eight alternatives under consideration, Alternative 6 is the best **overall** for Scenario 1. Alternatives 6 and 7 are equal and best **overall** for Scenario 2 and Alternative 7 is best **overall** for Scenario 3. (Also see the Alternate Preferences Comparison Chart on page 8.)

- In terms of **providing convenient access to 23rd Street, Military Avenue and the Municipal Airport in Fremont**, Alternatives 1 through 6 are equal and better than Alternatives 7 and 8 for all three scenarios.

- In terms of **maximizing traffic safety at Highway 79 and proposed US 30**, Alternatives 2 through 6 are equal and best for Scenario 1. Alternative 7 is best for Scenarios 2 and 3. Alternative 8 is the least desirable for Scenario 1 for this criterion. Alternative 1 is the least desirable for Scenario 2 for this criterion and Alternatives 2 through 6 are the least desirable for Scenario 3 for this criterion.

- In terms of **providing adequate and convenient access to North Bend**, Alternative 1 is best for all three scenarios. Alternatives 5 and 6 are equal and the least desirable for all three scenarios for this criterion.

- In terms of **allowing for future economic growth and development around the bypass of North Bend**, Alternatives 7 and 8 are equal and best, followed closely by Alternatives 5 and 6 for all three scenarios. Alternative 1 is the least desirable alternative for all three scenarios for this criterion.

- In terms of **avoiding proximity of the roadway to the railroad to improve safety for the motoring public**, Alternative 8 is the best, followed closely by Alternative 7 for all three scenarios. Alternative 4 is the least desirable alternative for all three scenarios for this criterion.

- In terms of **minimizing the number of miles of existing US 30 that Dodge County would be required to repair and maintain**, Alternative 4 is best, followed by Alternative 3 for all three scenarios. Alternative 8 is the least desirable alternative for all thee scenarios for this criterion.

US 30 – Schuyler to Fremont

Business/Economic Development Interest Group Report
Summary of Findings

Scenario 1 – No Interchange at Hwy 79

Below is a Summary of Findings for Scenario 1, which has no interchange at Highway 79 for any of the alternatives. This summary is based on the Impact Summary Matrix for Scenario 1 found on page 9 of this report.

- Of the eight alternatives under consideration, Alternative 6 is the best **overall**.

- In terms of **providing convenient access to 23rd Street, Military Avenue and the Municipal Airport in Fremont**, Alternatives 1 through 6 are equal and better than Alternatives 7 and 8.

- In terms of **maximizing traffic safety at Highway 79 and proposed US 30**, Alternatives 2 through 6 are equal and better than Alternatives 1, 7 and 8. Alternative 8 is the least desirable for this criterion.

- In terms of **providing adequate and convenient access to North Bend**, Alternative 1 is best. Alternatives 5 and 6 are equal and the least desirable for this criterion.

- In terms of **allowing for future economic growth and development around the bypass of North Bend**, Alternatives 7 and 8 are equal and best, followed closely by Alternatives 5 and 6. Alternative 1 allows for the least amount of future expansion of North Bend and, therefore, is the least desirable for this criterion.

- In terms of **avoiding proximity of the roadway to the railroad to improve safety for the motoring public**, Alternative 8 is the best, followed closely by Alternative 7. Alternative 4 is the alternative closest in proximity to the railroad and, therefore, is the least desirable for this criterion.

- In terms of **minimizing the number of miles of existing US 30 that Dodge County would be required to repair and maintain**, Alternative 4 is best, followed by Alternative 3. Alternative 8 is the least desirable alternative for this criterion.

US 30 – Schuyler to Fremont

Business/Economic Development Interest Group Report
Summary of Findings

Scenario 2 – Interchange at Hwy 79 for Alts. 7 & 8 Only

Below is a Summary of Findings for Scenario 2, which would provide an interchange at Highway 79 for Alternatives 7 & 8 only at some point in the future. An intersection would be provided for Alternatives 1 through 6. This summary is based on the Impact Summary Matrix for Scenario 2 found on page 10 of this report.

- Of the eight alternatives under consideration, Alternatives 6 and 7 are equal and the best **overall**.

- In terms of **providing convenient access to 23rd Street, Military Avenue and the Municipal Airport in Fremont**, Alternatives 1 through 6 are equal and better than Alternatives 7 and 8.

- In terms of **maximizing traffic safety at Highway 79 and proposed US 30**, Alternative 7 is best. Alternative 1 is the least desirable for this criterion.

- In terms of **providing adequate and convenient access to North Bend**, Alternative 1 is best. Alternatives 5 and 6 are equal and the least desirable for this criterion.

- In terms of **allowing for future economic growth and development around the bypass of North Bend**, Alternatives 7 and 8 are equal and best, followed closely by Alternatives 5 and 6. Alternative 1 allows for the least amount of future expansion of North Bend and, therefore, is the least desirable for this criterion.

- In terms of **avoiding proximity of the roadway to the railroad to improve safety for the motoring public**, Alternative 8 is the best, followed closely by Alternative 7. Alternative 4 is the alternative closest in proximity to the railroad and, therefore, the least desirable for this criterion.

- In terms of **minimizing the number of miles of existing US 30 that Dodge County would be required to repair and maintain**, Alternative 4 is best, followed by Alternative 3. Alternative 8 is the least desirable alternative for this criterion.

US 30 – Schuyler to Fremont

Business/Economic Development Interest Group Report
Summary of Findings

Scenario 3 – Interchange at Hwy 79 for Alts. 2, 3, 4, 5, 6, 7 & 8

Below is a Summary of Findings for Scenario 3, which would provide an interchange at Highway 79 for Alternatives 2 through 8 at some point in the future. In this scenario, an interchange would be provided for Alternatives 2 through 6 *only* if access from the proposed alternatives to existing US 30 east and west of North Bend is eliminated. This in effect would cause all traffic coming to North Bend from the east and the west to enter North Bend from the north via Highway 79. Since an interchange for Alternative 1 would adversely impact the northern portion of North Bend, an intersection, not an interchange, would be provided for this alternative. This summary is based on the Impact Summary Matrix for Scenario 3 found on page 11 of this report.

- Of the eight alternatives under consideration, Alternative 7 is the best **overall**.

- In terms of **providing convenient access to 23rd Street, Military Avenue and the Municipal Airport in Fremont**, Alternatives 1 through 6 are equal and better than Alternatives 7 and 8.

- In terms of **maximizing traffic safety at Highway 79 and proposed US 30**, Alternative 7 is the best, followed by Alternative 8. Alternatives 2 through 6 are equal and the least desirable for this criterion.

- In terms of **providing adequate and convenient access to North Bend**, Alternative 1 is best. Alternatives 5 and 6 are equal and the least desirable for this criterion.

- In terms of **allowing for future economic growth and development around the bypass of North Bend**, Alternatives 7 and 8 are equal and best, followed closely by Alternatives 5 and 6. Alternative 1 allows for the least amount of future expansion of North Bend and, therefore, is the least desirable for this criterion.

- In terms of **avoiding proximity of the roadway to the railroad to improve safety for the motoring public**, Alternative 8 is the best, followed closely by Alternative 7. Alternative 4 is the alternative closest in proximity to the railroad and, therefore, the least desirable for this criterion.

- In terms of **minimizing the number of miles of existing US 30 that Dodge County would be required to repair and maintain**, Alternative 4 is best, followed by Alternative 3. Alternative 8 is the least desirable alternative for this criterion.

US 30 – Schuyler to Fremont

Business/Economic Development Interest Group Report
Criteria, Weights & Measures

Criterion	Weighted %	Measure
• Provide convenient access to 23rd Street, Military Ave. & the Municipal Airport in Fremont	22.1%	distance from cardinal points (identified in criterion) to each alternate (shortest connection to each point will be used)
• Maximize traffic safety at Highway 79 and proposed US 30	20.9%	number of conflicting traffic movements at Highway 79 and proposed US 30
• Provide adequate and convenient access to North Bend	17.4%	distance from cardinal points (North Bend High School, North Bend Golf Course, North Bend Grain, & Johnson Farm Equipment Co.) to the nearest intersection of proposed US 30
• Allow for future economic growth and development around the bypass of North Bend	15.3%	number of acres of developable land between existing US 30 and the bypass of North Bend
• Avoid proximity of roadway to railroad to improve safety for the motoring public	12.2%	number of acres of land between the UP Railroad and each alternate along the entire route
• Minimize the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes	12.2%	number of miles of existing US 30 to be relinquished to Dodge County

US 30 - Schuyler to Fremont

Business/Economic Development Interest Group Measurements
Table of Raw Scores

Alternative Alignments	Criteria - Raw Scores							
	Convenient Access to 23rd St. Military Ave & Airport (Miles)	Traffic Safety at Hwy 79 & Proposed US 30 (Traffic Movements)		Adequate & Convenient Access to North Bend (Miles)	Economic Growth & Development Around Bypass of NB (Acres)		Proximity of Railroad to Proposed US 30 (Acres)	Existing US 30 Roadway Relinquishment (Miles)
		Intersection	Interchange*		Intersection	Interchange*		
1	23rd St: 1.35 Military Ave: 1.71 Airport: 2.15 Total Distance: 5.21	15,010,950	NA	12.83	229	NA	3,945	10.13
2	23rd St: 1.35 Military Ave: 1.71 Airport: 2.15 Total Distance: 5.21	11,358,300	29,031,750	14.45	388	375	4,119	10.08
3	23rd St: 1.35 Military Ave: 1.71 Airport: 2.15 Total Distance: 5.21	11,358,300	29,031,750	14.45	388	375	3,052	9.70
4	23rd St: 1.35 Military Ave: 1.71 Airport: 2.15 Total Distance: 5.21	11,358,300	29,031,750	14.45	388	375	2,642	7.05
5	23rd St: 1.35 Military Ave: 1.71 Airport: 2.15 Total Distance: 5.21	11,358,300	29,031,750	27.21	1134	1134	5,802	13.30
6	23rd St: 1.35 Military Ave: 1.71 Airport: 2.15 Total Distance: 5.21	11,358,300	29,031,750	27.21	1134	1134	5,392	10.64
7	23rd St: 2.29 Military Ave: 2.65 Airport: 3.09 Total Distance: 8.03	21,376,700	10,703,300	20.08	1138	1137	16,608	14.20
8	23rd St: 2.29 Military Ave: 2.65 Airport: 3.09 Total Distance: 8.03	22,895,100	11,277,900	25.24	1138	1137	17,665	15.95

* Where an interchange is provided for Alternatives 2 through 6, access would not be provided from the proposed Alternatives to existing US 30 east and west of North Bend.

US 30 - Schuyler to Fremont

Business/Economic Development Interest Group Report
Alternative Preferences Comparison Chart

Alternative Alignment	Alternative Preferences		
	Scenario 1 No Interchange at Hwy 79	Scenario 2 Interchange at Hwy 79 for Alts. 7 & 8 Only	Scenario 3 Interchange at Hwy 79 for Alts 2, 3, 4, 5, 6, 7 & 8*
1	7 (14.0)	8 (14.6)	5 (12.9)
2	3 (11.7)	4 (12.2)	6 (13.1)
3	4/5 (12.2)	6/7 (12.7)	7/8 (13.6)
4	4/5 (12.2)	6/7 (12.7)	7/8 (13.6)
5	2 (11.4)	3 (11.9)	4 (12.6)
6	1 (11.1)	1/2 (11.6)	3 (12.3)
7	6 (13.0)	1/2 (11.6)	1 (10.3)
8	8 (14.1)	5 (12.5)	2 (11.2)

X y = Best X y = Worst

X = Ranking
y = Alternative Preference Score (low scores are better)

* Alternatives 2 through 6 would not provide access to existing US 30 east or west of North Bend.

US 30 - SCHUYLER TO FREMONT

BUSINESS/ECONOMIC DEVELOPMENT INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 1 - NO INTERCHANGE AT HIGHWAY 79

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)						ALTERNATIVE PREFERENCE SCORE ②
	ACCESS TO 23RD ST, MILITARY AVE & AIRPORT (22.1%)	MAXIMIZE TRAFFIC SAFETY (20.9%)	ACCESS TO NORTH BEND (17.4%)	ECONOMIC GROWTH OF NORTH BEND BYPASS ① (15.3%)	RAILROAD PROXIMITY TO PROPOSED US30 ① (12.2%)	MAINTAIN EXISTING US30 (12.2%)	
1							
RAW SCORE	5.21	15,010,950	12.83	229	3,945	10.13	
RELATIVE IMPACT SCORE	11.0	12.9	8.2	28.0	15.1	11.1	
WEIGHTED IMPACT SCORE	2.4	2.7	1.4	4.3	1.8	1.4	14.0
2							
RAW SCORE	5.21	11,358,300	14.45	388	4,119	10.08	
RELATIVE IMPACT SCORE	11.0	9.8	9.3	16.5	14.5	11.1	
WEIGHTED IMPACT SCORE	2.4	2.0	1.6	2.5	1.8	1.4	11.7
3							
RAW SCORE	5.21	11,358,300	14.45	388	3,052	9.70	
RELATIVE IMPACT SCORE	11.0	9.8	9.3	16.5	19.5	10.7	
WEIGHTED IMPACT SCORE	2.4	2.0	1.6	2.5	2.4	1.3	12.2
4							
RAW SCORE	5.21	11,358,300	14.45	388	2,642	7.05	
RELATIVE IMPACT SCORE	11.0	9.8	9.3	16.5	22.6	7.7	
WEIGHTED IMPACT SCORE	2.4	2.0	1.6	2.5	2.8	0.9	12.2
5							
RAW SCORE	5.21	11,358,300	27.21	1,134	5,802	13.30	
RELATIVE IMPACT SCORE	11.0	9.8	17.5	5.6	10.3	14.6	
WEIGHTED IMPACT SCORE	2.4	2.0	3.0	0.9	1.3	1.8	11.4
6							
RAW SCORE	5.21	11,358,300	27.21	1,134	5,392	10.64	
RELATIVE IMPACT SCORE	11.0	9.8	17.5	5.6	11.1	11.7	
WEIGHTED IMPACT SCORE	2.4	2.0	3.0	0.9	1.4	1.4	11.1
7							
RAW SCORE	8.03	21,376,700	20.08	1,138	16,608	14.20	
RELATIVE IMPACT SCORE	17.0	18.4	12.9	5.6	3.6	15.6	
WEIGHTED IMPACT SCORE	3.8	3.8	2.2	0.9	0.4	1.9	13.0
8							
RAW SCORE	8.03	22,895,100	25.24	1,138	17,665	15.95	
RELATIVE IMPACT SCORE	17.0	19.7	16.2	5.6	3.4	17.5	
WEIGHTED IMPACT SCORE	3.8	4.1	2.8	0.9	0.4	2.1	14.1
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**22.1**	**20.9**	**17.4**	**15.3**	**12.2**	**12.2**	**100**

Notes: Total scores may vary due to rounding.

① For this criterion the reciprocal of the raw scores are used to maintain the same "direction" of impacts (so that "negative" is always a larger number).

② The best alternative preference score is the lowest score.

US 30 - SCHUYLER TO FREMONT

BUSINESS/ECONOMIC DEVELOPMENT INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 2 - INTERCHANGE AT HIGHWAY 79 FOR ALTS. 7 & 8 ONLY

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)						ALTERNATIVE PREFERENCE SCORE ②
	ACCESS TO 23RD ST, MILITARY AVE & AIRPORT (22.1%)	MAXIMIZE TRAFFIC SAFETY (20.9%)	ACCESS TO NORTH BEND (17.4%)	ECONOMIC GROWTH OF NORTH BEND BYPASS ① (15.3%)	RAILROAD PROXIMITY TO PROPOSED US30 ① (12.2%)	MAINTAIN EXISTING US30 (12.2%)	
1							
RAW SCORE	5.21	15,010,950	12.83	229	3,945	10.13	
RELATIVE IMPACT SCORE	11.0	16.0	8.2	28.0	15.1	11.1	
WEIGHTED IMPACT SCORE	2.4	3.3	1.4	4.3	1.8	1.4	14.6
2							
RAW SCORE	5.21	11,358,300	14.45	388	4,119	10.08	
RELATIVE IMPACT SCORE	11.0	12.1	9.3	16.5	14.5	11.1	
WEIGHTED IMPACT SCORE	2.4	2.5	1.6	2.5	1.8	1.4	12.2
3							
RAW SCORE	5.21	11,358,300	14.45	388	3,052	9.70	
RELATIVE IMPACT SCORE	11.0	12.1	9.3	16.5	19.5	10.7	
WEIGHTED IMPACT SCORE	2.4	2.5	1.6	2.5	2.4	1.3	12.7
4							
RAW SCORE	5.21	11,358,300	14.45	388	2,642	7.05	
RELATIVE IMPACT SCORE	11.0	12.1	9.3	16.5	22.6	7.7	
WEIGHTED IMPACT SCORE	2.4	2.5	1.6	2.5	2.8	0.9	12.7
5							
RAW SCORE	5.21	11,358,300	27.21	1,134	5,802	13.30	
RELATIVE IMPACT SCORE	11.0	12.1	17.5	5.6	10.3	14.6	
WEIGHTED IMPACT SCORE	2.4	2.5	3.0	0.9	1.3	1.8	11.9
6							
RAW SCORE	5.21	11,358,300	27.21	1,134	5,392	10.64	
RELATIVE IMPACT SCORE	11.0	12.1	17.5	5.6	11.1	11.7	
WEIGHTED IMPACT SCORE	2.4	2.5	3.0	0.9	1.4	1.4	11.6
7							
RAW SCORE	8.03	10,703,300	20.08	1,137	16,608	14.20	
RELATIVE IMPACT SCORE	17.0	11.4	12.9	5.6	3.6	15.6	
WEIGHTED IMPACT SCORE	3.8	2.4	2.2	0.9	0.4	1.9	11.6
8							
RAW SCORE	8.03	11,277,900	25.24	1,137	17,665	15.95	
RELATIVE IMPACT SCORE	17.0	12.0	16.2	5.6	3.4	17.5	
WEIGHTED IMPACT SCORE	3.8	2.5	2.8	0.9	0.4	2.1	12.5
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**22.1**	**20.9**	**17.4**	**15.3**	**12.2**	**12.2**	**100**

Notes: Total scores may vary due to rounding.

① For this criterion the reciprocal of the raw scores are used to maintain the same "direction" of impacts (so that "negative" is always a larger number).

② The best alternative preference score is the lowest score.

US 30 - SCHUYLER TO FREMONT

BUSINESS/ECONOMIC DEVELOPMENT INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 3 - INTERCHANGE AT HIGHWAY 79 FOR ALTS. 2, 3, 4, 5, 6, 7 & 8*

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)						ALTERNATIVE PREFERENCE SCORE ②
	ACCESS TO 23RD ST, MILITARY AVE & AIRPORT (22.1%)	MAXIMIZE TRAFFIC SAFETY (20.9%)	ACCESS TO NORTH BEND (17.4%)	ECONOMIC GROWTH OF NORTH BEND BYPASS ① (15.3%)	RAILROAD PROXIMITY TO PROPOSED US30 ① (12.2%)	MAINTAIN EXISTING US30 (12.2%)	
1							
RAW SCORE	5.21	15,010,950	12.83	229	3,945	10.13	
RELATIVE IMPACT SCORE	11.0	8.2	8.2	27.5	15.1	11.1	
WEIGHTED IMPACT SCORE	2.4	1.7	1.4	4.2	1.8	1.4	12.9
2							
RAW SCORE	5.21	29,031,750	14.45	375	4,119	10.08	
RELATIVE IMPACT SCORE	11.0	15.9	9.3	16.8	14.5	11.1	
WEIGHTED IMPACT SCORE	2.4	3.3	1.6	2.6	1.8	1.4	13.1
3							
RAW SCORE	5.21	29,031,750	14.45	375	3,052	9.70	
RELATIVE IMPACT SCORE	11.0	15.9	9.3	16.8	19.5	10.7	
WEIGHTED IMPACT SCORE	2.4	3.3	1.6	2.6	2.4	1.3	13.6
4							
RAW SCORE	5.21	29,031,750	14.45	375	2,642	7.05	
RELATIVE IMPACT SCORE	11.0	15.9	9.3	16.8	22.6	7.7	
WEIGHTED IMPACT SCORE	2.4	3.3	1.6	2.6	2.8	0.9	13.6
5							
RAW SCORE	5.21	29,031,750	27.21	1,134	5,802	13.30	
RELATIVE IMPACT SCORE	11.0	15.9	17.5	5.5	10.3	14.6	
WEIGHTED IMPACT SCORE	2.4	3.3	3.0	0.8	1.3	1.8	12.6
6							
RAW SCORE	5.21	29,031,750	27.21	1,134	5,392	10.64	
RELATIVE IMPACT SCORE	11.0	15.9	17.5	5.5	11.1	11.7	
WEIGHTED IMPACT SCORE	2.4	3.3	3.0	0.8	1.4	1.4	12.3
7							
RAW SCORE	8.03	10,703,300	20.08	1,137	16,608	14.20	
RELATIVE IMPACT SCORE	17.0	5.9	12.9	5.5	3.6	15.6	
WEIGHTED IMPACT SCORE	3.8	1.2	2.2	0.8	0.4	1.9	10.3
8							
RAW SCORE	8.03	11,277,900	25.24	1,137	17,665	15.95	
RELATIVE IMPACT SCORE	17.0	6.2	16.2	5.5	3.4	17.5	
WEIGHTED IMPACT SCORE	3.8	1.3	2.8	0.8	0.4	2.1	11.2
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**22.1**	**20.9**	**17.4**	**15.3**	**12.2**	**12.2**	**100**

Notes: Total scores may vary due to rounding.

* Alternatives 2 through 6 would not provide access to existing US 30 east or west of North Bend.

① For this criterion the reciprocal of the raw scores are used to maintain the same "direction" of impacts (so that "negative" is always a larger number)

② The best alternative preference score is the lowest score

US 30
SCHUYLER TO FREMONT

COMMUNITY AFFAIRS INTEREST GROUP

REPORT TO THE ADVISORY PANEL
JUNE 8, 2006

Jim Havelka

Richard King

Steve Sexton

Mike Stratman

US 30 – Schuyler to Fremont
Community Affairs Interest Group Report

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US 30 – Schuyler to Fremont

Community Affairs Interest Group Report
Summary of Findings – Comparing Scenarios

Scenarios
Each Interest Group was presented with three scenarios for their consideration. A brief description of each scenario is provided below.

Scenario 1 – No Interchange at Hwy 79
The first scenario assumes that an intersection, not an interchange, would be provided at Highway 79 for each of the alternatives.

Scenario 2 – Interchange at Hwy 79 for Alts 7 & 8 Only
The second scenario assumes that an interchange would be provided at Highway 79 for Alternatives 7 & 8 only at some point in the future. An intersection would be provided for Alternatives 1 through 6.

Scenario 3 – Interchange at Hwy 79 for Alts 2, 3, 4, 5, 6, 7 & 8
The third scenario assumes that an interchange would be provided at Highway 79 for Alternatives 2 through 8 at some point in the future. In this scenario, an interchange would be provided for Alternatives 2 through 6 *only* if access from the proposed alternatives to existing US 30 east and west of North Bend is eliminated. This in effect would cause all traffic coming to North Bend from the east and the west to enter North Bend from the north via Highway 79. Since an interchange for Alternative 1 would adversely impact the northern portion of North Bend, an intersection, not an interchange, would be provided for this alternative.

Scenarios 2 and *3* are based on traffic projections that suggest, but do not guarantee, the possibility that an interchange could be warranted sometime in the future based on certain assumptions.

Results
Below is a Summary of Findings for each of the three scenarios based on the individual Summary of Findings found on pages 3 through 5 of this report.

- Of the eight alternatives under consideration, Alternatives 5 and 6 are equal and the best **overall** for Scenario 1. Alternative 8 is best **overall** for Scenarios 2 and 3. (Also see the Alternative Preferences Comparison Chart on page 8.)

- In terms of **maximizing traffic safety at Highway 79 and proposed US 30**, Alternatives 2 through 6 are equal and best for Scenario 1. Alternative 7 is the best for Scenarios 2 and 3. Alternative 8 is the least desirable for Scenario 1 for this criterion. Alternative 1 is the least desirable for Scenario 2 for this criterion and Alternatives 2 through 6 are the least desirable for Scenario 3 for this criterion.

- In terms of **providing convenient access to and from existing road systems**, Alternative 8 is the best, followed closely by Alternative 7 for all three scenarios. Alternative 6 is the least desirable for all three scenarios for this criterion.

- In terms of **avoiding proximity of proposed US 30 to schools and daycares**, Alternatives 5 through 8 are equal and best for all three scenarios. Alternative 1 is the least desirable for all three scenarios for this criterion.

- In terms of **minimizing through traffic volumes on existing US 30**, Alternative 8 is the best, followed by Alternative 7 for Scenarios 1 and 2. Alternatives 2 through 6 are equal and best for Scenario 3. Alternatives 2 through 6 are equal and the least desirable for Scenarios 1 and 2 for this criterion. Alternative 1 is the least desirable for Scenario 3 for this criterion.

US 30 – Schuyler to Fremont

Community Affairs Interest Group Report
Summary of Findings

Scenario 1 – No Interchange at Hwy 79

Below is a Summary of Findings for Scenario 1, which has no interchange at Highway 79 for any of the alternatives. This summary is based on the Impact Summary Matrix for Scenario 1 found on page 9 of this report.

- Of the eight alternatives under consideration, Alternatives 5 and 6 are equal and the best **overall**.

- In terms of **maximizing traffic safety at Highway 79 and proposed US 30**, Alternatives 2 through 6 are equal and better than Alternatives 1, 7 and 8. Alternative 8 is the least desirable for this criterion.

- In terms of **providing convenient access to and from existing road systems**, Alternative 8 is the best, followed closely by Alternative 7. Alternative 6 is the least desirable for this criterion.

- In terms of **avoiding proximity of proposed US 30 to schools and daycares**, Alternatives 5 through 8 are equal and better than the rest of the alternatives. Alternative 1 is the alternative closest in proximity to the schools and daycares and, therefore, is the least desirable for this criterion.

- In terms of **minimizing through traffic volumes on existing US 30**, Alternative 8 is the best, followed by Alternative 7. Alternatives 2 through 6 are equal and the least desirable for this criterion.

US 30 – Schuyler to Fremont

Community Affairs Interest Group Report
Summary of Findings

Scenario 2 – Interchange at Hwy 79 for Alts. 7 & 8 Only

Below is a Summary of Findings for Scenario 2, which would provide an interchange at Highway 79 for Alternatives 7 & 8 only at some point in the future. An intersection would be provided for Alternatives 1 through 6. This summary is based on the Impact Summary Matrix for Scenario 2 found on page 10 of this report.

- Of the eight alternatives under consideration, Alternative 8 is the best **overall**.

- In terms of **maximizing traffic safety at Highway 79 and proposed US 30**, Alternative 7 is the best. Alternative 1 is the least desirable for this criterion.

- In terms of **providing convenient access to and from existing road systems**, Alternative 8 is the best, followed closely by Alternative 7. Alternative 6 is the least desirable for this criterion.

- In terms of **avoiding proximity of proposed US 30 to schools and daycares**, Alternatives 5 through 8 are equal and better than the rest of the alternatives. Alternative 1 is the alternative closest in proximity to the schools and daycares and, therefore, is the least desirable for this criterion.

- In terms of **minimizing through traffic volumes on existing US 30**, Alternative 8 is the best, followed by Alternative 7. Alternatives 2 through 6 are equal and the least desirable for this criterion.

US 30 – Schuyler to Fremont

Community Affairs Interest Group Report
Summary of Findings

Scenario 3 – Interchange at Hwy 79 for Alts. 2, 3, 4, 5, 6, 7 & 8

Below is a Summary of Findings for Scenario 3, which would provide an interchange at Highway 79 for Alternatives 2 through 8 at some point in the future. In this scenario, an interchange would be provided for Alternatives 2 through 6 *only* if access from the proposed alternatives to existing US 30 east and west of North Bend is eliminated. This in effect would cause all traffic coming to North Bend from the east and the west to enter North Bend from the north via Highway 79. Since an interchange for Alternative 1 would adversely impact the northern portion of North Bend, an intersection, not an interchange, would be provided for this alternative. This summary is based on the Impact Summary Matrix for Scenario 3 found on page 11 of this report.

- Of the eight alternatives under consideration, Alternative 8 is the best **overall**.

- In terms of **maximizing traffic safety at Highway 79 and proposed US 30**, Alternative 7 is the best, followed by Alternative 8. Alternatives 2 through 6 are equal and the least desirable for this criterion.

- In terms of **providing convenient access to and from existing road systems**, Alternative 8 is the best, followed closely by Alternative 7. Alternative 6 is the least desirable for this criterion.

- In terms of **avoiding proximity of proposed US 30 to schools and daycares**, Alternatives 5 through 8 are equal and better than the rest of the alternatives. Alternative 1 is the alternative closest in proximity to the schools and daycares and, therefore, is the least desirable for this criterion.

- In terms of **minimizing through traffic volumes on existing US 30**, Alternatives 2 through 6 are equal and better than the rest of the alternatives. Alternative 1 is the least desirable for this criterion.

US 30 – Schuyler to Fremont

Community Affairs Interest Group Report
Criteria, Weights & Measures

Criterion	Weighted %	Measure
• Maximize safety of traffic at Highway 79 as it crosses proposed US 30	34.8%	number of conflicting traffic movements at Highway 79 and proposed US 30
• Provide convenient access to and from existing road systems (i.e., school buses, emergency services, etc.)	30.4%	travel time along each proposed US 30 alternative to the hospital in Fremont
• Avoid proximity of proposed US 30 to schools and daycares	18.0%	distance measure from high school, grade school and Romper Room Daycare to each proposed alternative (shortest cross-country distance)
• Minimize through traffic volumes on existing US 30	16.8%	projected traffic volumes along existing US 30 through North Bend with proposed US 30 in place

US 30 - Schuyler to Fremont

Community Affairs Interest Group Measurements
Table of Raw Scores

Alternative Alignments	Criteria - Raw Scores					
	Traffic Safety at Hwy 79 & Proposed US 30 (Traffic Movements)		Convenient Access to & from Existing Road Systems (Minutes)	Proximity of Proposed Roadway to Schools & Daycares (Miles)	Minimize Through Traffic Volumes (Projected Traffic Volumes Through North Bend)	
	Intersection	Interchange*			Intersection	Interchange*
1	15,010,950	NA	21.3	0.63	3,070	NA
2	11,358,300	29,031,750	21.6	1.00	3,500	935
3	11,358,300	29,031,750	21.7	1.00	3,500	935
4	11,358,300	29,031,750	21.7	1.00	3,500	935
5	11,358,300	29,031,750	21.8	2.68	3,500	935
6	11,358,300	29,031,750	21.9	2.68	3,500	935
7	21,376,700	10,703,300	20.8	2.68	2,640	2,640
8	22,895,100	11,277,900	20.5	2.68	2,110	2,110

* Where an interchange is provided for Alternatives 2 through 6, access would not be provided from the proposed Alternatives to existing US 30 east and west of North Bend.

US 30 - Schuyler to Fremont

Community Affairs Interest Group Report
Alternative Preferences Comparison Chart

Alternative Alignment	Alternative Preferences		
	Scenario 1 No Interchange at Hwy 79	Scenario 2 Interchange at Hwy 79 for Alts. 7 & 8 Only	Scenario 3 Interchange at Hwy 79 for Alts 2, 3, 4, 5, 6, 7 & 8*
1	8 (15.0)	8 (16.1)	8 (15.5)
2	3 (12.5)	5 (13.3)	5 (13.6)
3	4/5 (12.6)	6/7 (13.4)	6/7 (13.7)
4	4/5 (12.6)	6/7 (13.4)	6/7 (13.7)
5	1/2 (10.7)	3/4 (11.5)	3/4 (11.8)
6	1/2 (10.7)	3/4 (11.5)	3/4 (11.8)
7	6 (12.9)	2 (10.5)	2 (10.4)
8	7 (13.0)	1 (10.3)	1 (9.7)

X y = Best X y = Worst

X = Ranking
y = Alternative Preference Score (low scores are better)

* Alternatives 2 through 6 would not provide access to existing US 30 east or west of North Bend.

US 30 - SCHUYLER TO FREMONT

COMMUNITY AFFAIRS INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 1 - NO INTERCHANGE AT HIGHWAY 79

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)				ALTERNATIVE PREFERENCE SCORE ②
	MAXIMIZE TRAFFIC SAFETY (34.8%)	ACCESS TO EXISTING ROADWAYS (30.4%)	PROXIMITY OF SCHOOLS TO PROPOSED US30 ① (18.0%)	MINIMIZE TRAFFIC ON EXISTING US30 (16.8%)	
1					
RAW SCORE	15,010,950	21.3	0.63	3,070	
RELATIVE IMPACT SCORE	12.9	12.4	26.1	12.1	
WEIGHTED IMPACT SCORE	4.5	3.8	4.7	2.0	15.0
2					
RAW SCORE	11,358,300	21.6	1.00	3,500	
RELATIVE IMPACT SCORE	9.8	12.6	16.4	13.8	
WEIGHTED IMPACT SCORE	3.4	3.8	3.0	2.3	12.5
3					
RAW SCORE	11,358,300	21.7	1.00	3,500	
RELATIVE IMPACT SCORE	9.8	12.7	16.4	13.8	
WEIGHTED IMPACT SCORE	3.4	3.9	3.0	2.3	12.6
4					
RAW SCORE	11,358,300	21.7	1.00	3,500	
RELATIVE IMPACT SCORE	9.8	12.7	16.4	13.8	
WEIGHTED IMPACT SCORE	3.4	3.9	3.0	2.3	12.6
5					
RAW SCORE	11,358,300	21.8	2.68	3,500	
RELATIVE IMPACT SCORE	9.8	12.7	6.1	13.8	
WEIGHTED IMPACT SCORE	3.4	3.9	1.1	2.3	10.7
6					
RAW SCORE	11,358,300	21.9	2.68	3,500	
RELATIVE IMPACT SCORE	9.8	12.8	6.1	13.8	
WEIGHTED IMPACT SCORE	3.4	3.9	1.1	2.3	10.7
7					
RAW SCORE	21,376,700	20.8	2.68	2,640	
RELATIVE IMPACT SCORE	18.4	12.1	6.1	10.4	
WEIGHTED IMPACT SCORE	6.4	3.7	1.1	1.7	12.9
8					
RAW SCORE	22,895,100	20.5	2.68	2,110	
RELATIVE IMPACT SCORE	19.7	12.0	6.1	8.3	
WEIGHTED IMPACT SCORE	6.9	3.6	1.1	1.4	13.0
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**34.8**	**30.4**	**18.0**	**16.8**	**100**

Notes: Total scores may vary due to rounding.

① For this criterion the reciprocal of the raw scores are used to maintain the same "direction" of impacts (so that "negative" is always a larger number).

② The best alternative preference score is the lowest score.

US 30 - SCHUYLER TO FREMONT

COMMUNITY AFFAIRS INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 2 - INTERCHANGE AT HIGHWAY 79 FOR ALTS. 7 & 8 ONLY

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)				ALTERNATIVE PREFERENCE SCORE ②
	MAXIMIZE TRAFFIC SAFETY (34.8%)	ACCESS TO EXISTING ROADWAYS (30.4%)	PROXIMITY OF SCHOOLS TO PROPOSED US30 ① (18.0%)	MINIMIZE TRAFFIC ON EXISTING US30 (16.8%)	
1					
RAW SCORE	15,010,950	21.3	0.63	3,070	
RELATIVE IMPACT SCORE	16.0	12.4	26.1	12.1	
WEIGHTED IMPACT SCORE	5.6	3.8	4.7	2.0	16.1
2					
RAW SCORE	11,358,300	21.6	1.00	3,500	
RELATIVE IMPACT SCORE	12.1	12.6	16.4	13.8	
WEIGHTED IMPACT SCORE	4.2	3.8	3.0	2.3	13.3
3					
RAW SCORE	11,358,300	21.7	1.00	3,500	
RELATIVE IMPACT SCORE	12.1	12.7	16.4	13.8	
WEIGHTED IMPACT SCORE	4.2	3.9	3.0	2.3	13.4
4					
RAW SCORE	11,358,300	21.7	1.00	3,500	
RELATIVE IMPACT SCORE	12.1	12.7	16.4	13.8	
WEIGHTED IMPACT SCORE	4.2	3.9	3.0	2.3	13.4
5					
RAW SCORE	11,358,300	21.8	2.68	3,500	
RELATIVE IMPACT SCORE	12.1	12.7	6.1	13.8	
WEIGHTED IMPACT SCORE	4.2	3.9	1.1	2.3	11.5
6					
RAW SCORE	11,358,300	21.9	2.68	3,500	
RELATIVE IMPACT SCORE	12.1	12.8	6.1	13.8	
WEIGHTED IMPACT SCORE	4.2	3.9	1.1	2.3	11.5
7					
RAW SCORE	10,703,300	20.8	2.68	2,640	
RELATIVE IMPACT SCORE	11.4	12.1	6.1	10.4	
WEIGHTED IMPACT SCORE	4.0	3.7	1.1	1.7	10.5
8					
RAW SCORE	11,277,900	20.5	2.68	2,110	
RELATIVE IMPACT SCORE	12.0	12.0	6.1	8.3	
WEIGHTED IMPACT SCORE	4.2	3.6	1.1	1.4	10.3
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**34.8**	**30.4**	**18.0**	**16.8**	**100**

Notes: Total scores may vary due to rounding.

① For this criterion the reciprocal of the raw scores are used to maintain the same "direction" of impacts (so that "negative" is always a larger number).

② The best alternative preference score is the lowest score.

US 30 - SCHUYLER TO FREMONT

COMMUNITY AFFAIRS INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 3 - INTERCHANGE AT HIGHWAY 79 FOR ALTS. 2, 3, 4, 5, 6, 7 & 8*

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)				ALTERNATIVE PREFERENCE SCORE ②
	MAXIMIZE TRAFFIC SAFETY (34.8%)	ACCESS TO EXISTING ROADWAYS (30.4%)	PROXIMITY OF SCHOOLS TO PROPOSED US30 ① (18.0%)	MINIMIZE TRAFFIC ON EXISTING US30 (16.8%)	
1					
RAW SCORE	15,010,950	21.3	0.63	3,070	
RELATIVE IMPACT SCORE	8.2	12.4	26.1	24.6	
WEIGHTED IMPACT SCORE	2.9	3.8	4.7	4.1	15.5
2					
RAW SCORE	29,031,750	21.6	1.00	935	
RELATIVE IMPACT SCORE	15.9	12.6	16.4	7.5	
WEIGHTED IMPACT SCORE	5.5	3.8	3.0	1.3	13.6
3					
RAW SCORE	29,031,750	21.7	1.00	935	
RELATIVE IMPACT SCORE	15.9	12.7	16.4	7.5	
WEIGHTED IMPACT SCORE	5.5	3.9	3.0	1.3	13.7
4					
RAW SCORE	29,031,750	21.7	1.00	935	
RELATIVE IMPACT SCORE	15.9	12.7	16.4	7.5	
WEIGHTED IMPACT SCORE	5.5	3.9	3.0	1.3	13.7
5					
RAW SCORE	29,031,750	21.8	2.68	935	
RELATIVE IMPACT SCORE	15.9	12.7	6.1	7.5	
WEIGHTED IMPACT SCORE	5.5	3.9	1.1	1.3	11.8
6					
RAW SCORE	29,031,750	21.9	2.68	935	
RELATIVE IMPACT SCORE	15.9	12.8	6.1	7.5	
WEIGHTED IMPACT SCORE	5.5	3.9	1.1	1.3	11.8
7					
RAW SCORE	10,703,300	20.8	2.68	2,640	
RELATIVE IMPACT SCORE	5.9	12.1	6.1	21.1	
WEIGHTED IMPACT SCORE	2.1	3.7	1.1	3.5	10.4
8					
RAW SCORE	11,277,900	20.5	2.68	2,110	
RELATIVE IMPACT SCORE	6.2	12.0	6.1	16.9	
WEIGHTED IMPACT SCORE	2.2	3.6	1.1	2.8	9.7
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**34.8**	**30.4**	**18.0**	**16.8**	**100**

Notes: Total scores may vary due to rounding.

* Alternatives 2 through 6 would not provide access to existing US 30 east or west of North Bend.

① For this criterion the reciprocal of the raw scores are used to maintain the same "direction" of impacts (so that "negative" is always a larger number)

② The best alternative preference score is the lowest score

US 30
SCHUYLER TO FREMONT

DIKING & DRAINAGE INTEREST GROUP

REPORT TO THE ADVISORY PANEL
JUNE 8, 2006

Mike Eason

Grant Hansen

Larry Ruzicka

US 30 – Schuyler to Fremont
Diking & Drainage Interest Group Report

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US 30 – Schuyler to Fremont

Diking & Drainage Interest Group Report
Summary of Findings – Comparing Scenarios

Scenarios
Each Interest Group was presented with three scenarios for their consideration. A brief description of each scenario is provided below.

Scenario 1 – No Interchange at Hwy 79
The first scenario assumes that an intersection, not an interchange, would be provided at Highway 79 for each of the alternatives.

Scenario 2 – Interchange at Hwy 79 for Alts 7 & 8 Only
The second scenario assumes that an interchange would be provided at Highway 79 for Alternatives 7 & 8 only at some point in the future. An intersection would be provided for Alternatives 1 through 6.

Scenario 3 – Interchange at Hwy 79 for Alts 2, 3, 4, 5, 6, 7 & 8
The third scenario assumes that an interchange would be provided at Highway 79 for Alternatives 2 through 8 at some point in the future. In this scenario, an interchange would be provided for Alternatives 2 through 6 *only* if access from the proposed alternatives to existing US 30 east and west of North Bend is eliminated. This in effect would cause all traffic coming to North Bend from the east and the west to enter North Bend from the north via Highway 79. Since an interchange for Alternative 1 would adversely impact the northern portion of North Bend, an intersection, not an interchange, would be provided for this alternative.

Scenarios 2 and *3* are based on traffic projections that suggest, but do not guarantee, the possibility that an interchange could be warranted sometime in the future based on certain assumptions.

For the Diking & Drainage Interest Group, the **Summary of Findings for Scenarios 1 and 2** are identical. There are no differences in the raw scores for these two scenarios. This is due to the fact that two of the three criteria are not influenced by whether an intersection or an interchange is built at Highway 79. The other criterion (preventing loss of existing natural wetlands) is affected by whether an intersection or an interchange is built. However, for Alternatives 7 and 8, the alignments themselves take all the natural wetlands located in the vicinity of County Road S and Highway 79. Therefore, the addition of an interchange does not change the number of acres of wetlands taken for these alternatives, leaving Scenarios 1 and 2 with identical raw scores for all criteria.

As a result, Scenarios 1 and 2 are combined to produce just one Summary of Findings and one Impact Summary Matrix. The combination of these two scenarios is noted on all related summaries, tables, charts and matrices.

The **Summary of Findings for Scenario 3** is required because it differs from the Summary of Findings for Scenarios 1 and 2. This is due to the fact that an interchange at Alternatives 2, 3 and 4, requires additional acres of wetlands to be taken.

Results
Below is a Summary of Findings for each of the scenarios based on the individual Summary of Findings found on pages 3 through 6 of this report.

- Of the eight alternatives under consideration, Alternative 1 is the best **overall** for all three scenarios followed by Alternative 2 for Scenarios 1 and 2 and Alternatives 7 and 8 for Scenario 3. (Also see the Alternative Preferences Comparison Chart on page 9.)

- In terms of **preventing loss of existing natural wetlands**, Alternative 1 is the best for all three scenarios, followed by Alternative 2 for Scenarios 1 and 2 and Alternatives 7 and 8 for Scenario 3. Alternative 6 is the least desirable for Scenarios 1 and 2 for this criterion. Alternative 4 is the least desirable, followed closely by Alternative 6 for Scenario 3 for this criterion.

- In terms of **minimizing the temporary impacts of the roadway on feeder ditches**, Alternatives 4, 7 and 8 are equal and better than the rest of the alternatives for all three scenarios. Alternative 5 is the least desirable for all three scenarios for this criterion.

- In terms of **minimizing damage caused by the proposed US 30 to drain tiles**, Alternative 1 is the best, followed by Alternative 2 for all three scenarios. Alternative 7 is the least desirable for all three scenarios for this criterion.

It should be noted that the issue most important to the Diking & Drainage Interest Group – the issues of flooding – was not addressed in their Impacts Summary Matrix. This issue is too complex to accurately measure by means available to the Advisory Panel. It is also a major issue for all the other interest groups on the Advisory Panel. As a result, this issue will be addressed, in a qualitative way, as part of the Panel's overall discussions of alternatives.

The Diking & Drainage Interest Group members also decided to drop the criterion **"Minimize disruption to the Rawhide Creek flood control project near Fremont"** from further consideration, based on the recommendation of John Miyoshi, General Manager of the Lower Platte North Natural Resource District. Because of his intimate knowledge of the Rawhide Creek flood control project, Mr. Miyoshi was asked to help measure this criterion. He concluded, after looking at various options, that there was virtually no difference between the alternatives in regard to this criterion. While the issue of damage to the Rawhide Creek flood control project is not addressed in the Impacts Summary Matrix, it will be discussed in detail as part of the Panel's discussion of alternatives.

Even though the analysis of alternatives shows that Alternative 1 would have the least overall impact on diking and drainage systems, the Diking and Drainage Interest Group emphatically and unanimously agreed to eliminate Alternative 1 from further consideration as a preferred alternative for their group. This decision was based on their contention that Alternative 1 does not address community issues associated with North Bend. Alternative 1 allows for the least amount of future expansion of North Bend and would not allow for the future construction of an interchange at Highway 79, both important issues for the City of North Bend.

US 30 – Schuyler to Fremont

Diking & Drainage Interest Group Report
Summary of Findings

Scenario 1 – No Interchange at Hwy 79
and
Scenario 2 – Interchange at Hwy 79 for Alts. 7 & 8 Only

Below is a Summary of Findings for Scenarios 1 and 2. Scenario 1 has no interchange at Highway 79 for any of the alternatives. Scenario 2 would provide an interchange at Highway 79 for Alternatives 7 & 8 only at some point in the future and intersections for Alternatives 1 through 6. This summary is based on the Impact Summary Matrix for Scenarios 1 and 2 found on page 10 of this report.

The Summary of Findings for Scenarios 1 and 2 are identical. There are no differences in the raw scores for these two scenarios. This is due to the fact that two of the three criteria are not influenced by whether an intersection or an interchange is built at Highway 79. The other criterion (preventing loss of existing natural wetlands) is affected by whether an intersection or an interchange is built. However, for Alternatives 7 and 8, the alignments themselves take all the natural wetlands located in the vicinity of County Road S and Highway 79. Therefore, the addition of an interchange does not change the number of acres of wetlands taken for these alternatives, leaving Scenarios 1 and 2 with identical raw scores for all criteria. As a result, Scenarios 1 and 2 are combined to produce just one Summary of Findings and one Impact Summary Matrix.

Results

- Of the eight alternatives under consideration, Alternative 1 is the best **overall** followed by Alternative 2.

- In terms of **preventing loss of existing natural wetlands**, Alternative 1 is the best, followed by Alternative 2. Alternative 6 takes the most acres of wetlands and, therefore, is the least desirable for this criterion.

- In terms of **minimizing the temporary impacts of the roadway on feeder ditches**, Alternatives 4, 7 and 8 are equal and better than the rest of the alternatives. Alternative 5 is the least desirable for this criterion.

- In terms of **minimizing damage caused by the proposed US 30 to drain tiles**, Alternative 1 is the best, followed by Alternative 2. Alternative 7 is the least desirable for this criterion.

It should be noted that the issue most important to the Diking & Drainage Interest Group – the issues of flooding – was not addressed in their Impacts Summary Matrix. This issue is too complex to accurately measure by means available to the Advisory Panel. It is also a major issue for all the other interest groups on the Advisory Panel. As a result, this issue will be addressed, in a qualitative way, as part of the Panel's overall discussions of alternatives.

The Diking & Drainage Interest Group members also decided to drop the criterion **"Minimize disruption to the Rawhide Creek flood control project near Fremont"** from further consideration, based on the recommendation of John Miyoshi, General Manager of the Lower Platte North Natural Resource District. Because of his intimate knowledge of the Rawhide Creek flood control project, Mr. Miyoshi was asked to help measure this criterion. He concluded, after looking at various options, that there was virtually no difference between the alternatives in regard to this criterion. While the issue of damage to the Rawhide Creek flood control project is not addressed in the Impacts Summary Matrix, it will be discussed in detail as part of the Panel's discussion of alternatives.

Even though the analysis of alternatives shows that Alternative 1 would have the least overall impact on diking and drainage systems, the Diking and Drainage Interest Group emphatically and unanimously agreed to eliminate Alternative 1 from further consideration as a preferred alternative for their group. This decision was based on their contention that Alternative 1 does not address community issues associated with North Bend. Alternative 1 allows for the least amount of future expansion of North Bend and would not allow for the future construction of an interchange at Highway 79, both important issues for the City of North Bend.

US 30 – Schuyler to Fremont

Diking & Drainage Interest Group Report
Summary of Findings

Scenario 3 – Interchange at Hwy 79 for Alts. 2, 3, 4, 5, 6, 7 & 8

Below is a Summary of Findings for Scenario 3, which would provide an interchange at Highway 79 for Alternatives 2 through 8 at some point in the future. In this scenario, an interchange would be provided for Alternatives 2 through 6 *only* if access from the proposed alternatives to existing US 30 east and west of North Bend is eliminated. This in effect would cause all traffic coming to North Bend from the east and the west to enter North Bend from the north via Highway 79. Since an interchange for Alternative 1 would adversely impact the northern portion of North Bend, an intersection, not an interchange, would be provided for this alternative. This summary is based on the Impact Summary Matrix for Scenario 3 found on page 11 of this report.

Results

- Of the eight alternatives under consideration, Alternative 1 is the best **overall** followed by Alternative 7 and 8.

- In terms of **preventing loss of existing natural wetlands**, Alternative 1 is the best, followed by Alternatives 7 and 8. Alternative 4 takes the most acres of wetlands and, therefore, is the least desirable for this criterion, followed closely by Alternative 6.

- In terms of **minimizing the temporary impacts of the roadway on feeder ditches**, Alternatives 4, 7 and 8 are equal and better than the rest of the alternatives. Alternative 5 is the least desirable for this criterion.

- In terms of **minimizing damage caused by the proposed US 30 to drain tiles**, Alternative 1 is the best, followed by Alternative 2. Alternative 7 is the least desirable for this criterion.

It should be noted that the issue most important to the Diking & Drainage Interest Group – the issues of flooding – was not addressed in their Impacts Summary Matrix. This issue is too complex to accurately measure by means available to the Advisory Panel. It is also a major issue for all the other interest groups on the Advisory Panel. As a result, this issue will be addressed, in a qualitative way, as part of the Panel's overall discussions of alternatives.

The Diking & Drainage Interest Group members also decided to drop the criterion **"Minimize disruption to the Rawhide Creek flood control project near Fremont"** from further consideration, based on the recommendation of John Miyoshi, General Manager of the Lower Platte North Natural Resource District. Because of his intimate knowledge of the Rawhide Creek flood control project, Mr. Miyoshi was asked to help measure this criterion. He

concluded, after looking at various options, that there was virtually no difference between the alternatives in regard to this criterion. While the issue of damage to the Rawhide Creek flood control project is not addressed in the Impacts Summary Matrix, it will be discussed in detail as part of the Panel's discussion of alternatives.

Even though the analysis of alternatives shows that Alternative 1 would have the least overall impact on diking and drainage systems, the Diking and Drainage Interest Group emphatically and unanimously agreed to eliminate Alternative 1 from further consideration as a preferred alternative for their group. This decision was based on their contention that Alternative 1 does not address community issues associated with North Bend. Alternative 1 allows for the least amount of future expansion of North Bend and would not allow for the future construction of an interchange at Highway 79, both important issues for the City of North Bend.

US 30 – Schuyler to Fremont

Diking & Drainage Interest Group Report
Criteria, Weights & Measures

Criterion	Weighted %	Measure
• Prevent loss of existing natural wetlands	41.8%	number of acres of wetlands directly impacted within the 300 feet construction limits (150 feet each side of the centerline)
• Minimize temporary impacts of the roadway on feeder ditches	36.4%	number of crossings of feeder ditches
• Minimize damage caused by highway project to drain tiles	21.8%	length of each alternate

US 30 - Schuyler to Fremont

Diking & Drainage Interest Group Report
Table of Raw Scores

Alternative Alignments	Criteria - Raw Scores			
	Loss of Natural Wetlands (Acres)		Temporary Impacts to Roadway Feeder Ditches (Number)	Minimize Damage to Drain Tiles (Miles)
	Intersection	Interchange*		
1	3.30	NA	44	17.74
2	3.72	5.33	44	18.08
3	4.96	6.57	44	18.14
4	6.16	7.77	42	18.22
5	6.44	6.44	46	18.34
6	7.64	7.64	44	18.43
7	3.88	3.88	42	18.84
8	3.88	3.88	42	18.51

* Where an interchange is provided for Alternatives 2 through 6, access would not be provided from the proposed Alternatives to existing US 30 east and west of North Bend.

US 30 - Schuyler to Fremont

Diking & Drainage Interest Group Report
Alternative Preferences Comparison Chart

Alternative Alignment	Alternative Preferences	
	Scenarios 1 & 2*	Scenario 3
	No Interchange at Hwy 79 Interchange at Hwy 79 for Alts. 7 & 8 Only	Interchange at Hwy 79 for Alts 2, 3, 4, 5, 6, 7 & 8**
1	1 (10.7)	1 (10.3)
2	2 (11.2)	4 (12.3)
3	5 (12.5)	5 (13.4)
4	6 (13.5)	7 (14.3)
5	7 (14.2)	6 (13.5)
6	8 (15.3)	8 (14.4)
7	3/4 (11.3)	2/3 (10.8)
8	3/4 (11.3)	2/3 (10.8)

X y = Best

X y = Worst

X = Ranking
y = Alternative Preference Score (low scores are better)

* The Raw Scores and, therefore, the Alternative Preference Scores for Scenarios 1 and 2 are identical.
** Alternatives 2 through 6 would not provide access to existing US 30 east or west of North Bend.

US 30 - SCHUYLER TO FREMONT

DIKING & DRAINAGE INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 1 - NO INTERCHANGE AT HIGHWAY 79*
AND
SCENARIO 2 - INTERCHANGE AT HIGHWAY 79 FOR ALTS 7 & 8 ONLY*

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)			ALTERNATIVE PREFERENCE SCORE ①
	LOSS OF WETLANDS (41.8%)	MINIMIZE IMPACTS TO FEEDER DITCHES (36.4%)	MINIMIZE IMPACTS TO DRAIN TILES (21.8%)	
1				
RAW SCORE	3.30	44	17.74	
RELATIVE IMPACT SCORE	8.3	12.6	12.1	
WEIGHTED IMPACT SCORE	3.5	4.6	2.6	10.7
2				
RAW SCORE	3.72	44	18.08	
RELATIVE IMPACT SCORE	9.3	12.6	12.4	
WEIGHTED IMPACT SCORE	3.9	4.6	2.7	11.2
3				
RAW SCORE	4.96	44	18.14	
RELATIVE IMPACT SCORE	12.4	12.6	12.4	
WEIGHTED IMPACT SCORE	5.2	4.6	2.7	12.5
4				
RAW SCORE	6.16	42	18.22	
RELATIVE IMPACT SCORE	15.4	12.1	12.5	
WEIGHTED IMPACT SCORE	6.4	4.4	2.7	13.5
5				
RAW SCORE	6.44	46	18.34	
RELATIVE IMPACT SCORE	16.1	13.2	12.5	
WEIGHTED IMPACT SCORE	6.7	4.8	2.7	14.2
6				
RAW SCORE	7.64	44	18.43	
RELATIVE IMPACT SCORE	19.1	12.6	12.6	
WEIGHTED IMPACT SCORE	8.0	4.6	2.7	15.3
7				
RAW SCORE	3.88	42	18.84	
RELATIVE IMPACT SCORE	9.7	12.1	12.9	
WEIGHTED IMPACT SCORE	4.1	4.4	2.8	11.3
8				
RAW SCORE	3.88	42	18.51	
RELATIVE IMPACT SCORE	9.7	12.1	12.7	
WEIGHTED IMPACT SCORE	4.1	4.4	2.8	11.3
TOTAL RELATIVE IMPACT SCORES	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**41.8**	**36.4**	**21.8**	**100**

Notes: Total scores may vary due to rounding.

* The Raw Scores and, therefore, the Alternative Preference Scores fo Scenarios 1 and 2 are identical

① The best alternative preference score is the lowest score

US 30 - SCHUYLER TO FREMONT

COMMUNITY AFFAIRS INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 3 - INTERCHANGE AT HIGHWAY 79 FOR ALTS. 2, 3, 4, 5, 6, 7 & 8*

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)				ALTERNATIVE PREFERENCE SCORE ②
	MAXIMIZE TRAFFIC SAFETY (34.8%)	ACCESS TO EXISTING ROADWAYS (30.4%)	PROXIMITY OF SCHOOLS TO PROPOSED US30 ① (18.0%)	MINIMIZE TRAFFIC ON EXISTING US30 (16.8%)	
1					
RAW SCORE	15,010,950	21.3	0.63	3,070	
RELATIVE IMPACT SCORE	8.2	12.4	26.1	24.6	
WEIGHTED IMPACT SCORE	2.9	3.8	4.7	4.1	15.5
2					
RAW SCORE	29,031,750	21.6	1.00	935	
RELATIVE IMPACT SCORE	15.9	12.6	16.4	7.5	
WEIGHTED IMPACT SCORE	5.5	3.8	3.0	1.3	13.6
3					
RAW SCORE	29,031,750	21.7	1.00	935	
RELATIVE IMPACT SCORE	15.9	12.7	16.4	7.5	
WEIGHTED IMPACT SCORE	5.5	3.9	3.0	1.3	13.7
4					
RAW SCORE	29,031,750	21.7	1.00	935	
RELATIVE IMPACT SCORE	15.9	12.7	16.4	7.5	
WEIGHTED IMPACT SCORE	5.5	3.9	3.0	1.3	13.7
5					
RAW SCORE	29,031,750	21.8	2.68	935	
RELATIVE IMPACT SCORE	15.9	12.7	6.1	7.5	
WEIGHTED IMPACT SCORE	5.5	3.9	1.1	1.3	11.8
6					
RAW SCORE	29,031,750	21.9	2.68	935	
RELATIVE IMPACT SCORE	15.9	12.8	6.1	7.5	
WEIGHTED IMPACT SCORE	5.5	3.9	1.1	1.3	11.8
7					
RAW SCORE	10,703,300	20.8	2.68	2,640	
RELATIVE IMPACT SCORE	5.9	12.1	6.1	21.1	
WEIGHTED IMPACT SCORE	2.1	3.7	1.1	3.5	10.4
8					
RAW SCORE	11,277,900	20.5	2.68	2,110	
RELATIVE IMPACT SCORE	6.2	12.0	6.1	16.9	
WEIGHTED IMPACT SCORE	2.2	3.6	1.1	2.8	9.7
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**34.8**	**30.4**	**18.0**	**16.8**	**100**

Notes: Total scores may vary due to rounding.

* Alternatives 2 through 6 would not provide access to existing US 30 east or west of North Bend.

① For this criterion the reciprocal of the raw scores are used to maintain the same "direction" of impacts (so that "negative" is always a larger number)

② The best alternative preference score is the lowest score

US 30
SCHUYLER TO FREMONT

LOCAL GOVERNMENT INTEREST GROUP

REPORT TO THE ADVISORY PANEL
JUNE 8, 2006

Mark Johnson

Dean Lux

Derril Marshall

US 30 – Schuyler to Fremont
Local Government Interest Group Report

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US 30 – Schuyler to Fremont

Local Government Interest Group Report
Summary of Findings – Comparing Scenarios

Scenarios
Each Interest Group was presented with three scenarios for their consideration. A brief description of each scenario is provided below.

Scenario 1 – No Interchange at Hwy 79
The first scenario assumes that an intersection, not an interchange, would be provided at Highway 79 for each of the alternatives.

Scenario 2 – Interchange at Hwy 79 for Alts 7 & 8 Only
The second scenario assumes that an interchange would be provided at Highway 79 for Alternatives 7 & 8 only at some point in the future. An intersection would be provided for Alternatives 1 through 6.

Scenario 3 – Interchange at Hwy 79 for Alts 2, 3, 4, 5, 6, 7 & 8
The third scenario assumes that an interchange would be provided at Highway 79 for Alternatives 2 through 8 at some point in the future. In this scenario, an interchange would be provided for Alternatives 2 through 6 *only* if access from the proposed alternatives to existing US 30 east and west of North Bend is eliminated. This in effect would cause all traffic coming to North Bend from the east and the west to enter North Bend from the north via Highway 79. Since an interchange for Alternative 1 would adversely impact the northern portion of North Bend, an intersection, not an interchange, would be provided for this alternative.

Scenarios 2 and *3* are based on traffic projections that suggest, but do not guarantee, the possibility that an interchange could be warranted sometime in the future based on certain assumptions.

Results
Below is a Summary of Findings for each of the three scenarios based on the individual Summary of Findings found on pages 3 through 5 of this report.

- Of the eight alternatives under consideration, Alternative 6 is the best **overall** for all three scenarios. (Also see the Alternative Preferences Comparison Chart on page 8.)

- In terms of **providing direct access to 23rd Street in Fremont from proposed US 30**, Alternatives 1 through 6 are equal and better than Alternatives 7 and 8 for all three scenarios.

- In terms of **maximizing traffic safety at Highway 79 and proposed US 30**, Alternatives 2 through 6 are equal and best for Scenario 1. Alternative 7 is the best for Scenarios 2 and 3. Alternative 8 is the least desirable for Scenario 1 for this criterion. Alternative 1 is the least desirable for Scenario 2 for this criterion and Alternatives 2 through 6 are the least desirable for Scenario 3 for this criterion.

- In terms of **minimizing the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes**, Alternative 4 is the best, followed by Alternative 3 for all three scenarios. Alternative 8 is the least desirable alternative for all thee scenarios for this criterion.

- In terms of **providing convenient access to Christiansen Business Park**, Alternatives 1 through 6 are equal and better than Alternatives 7 and 8 for all three scenarios.

- In terms of **allowing for the future expansion of North Bend**, Alternatives 7 and 8 are equal and best, followed closely by Alternatives 5 and 6 for all three scenarios. Alternative 1 is the least desirable alternative for all three scenarios for this criterion.

US 30 – Schuyler to Fremont

Local Government Interest Group Report
Summary of Findings

Scenario 1 – No Interchange at Hwy 79

Below is a Summary of Findings for Scenario 1, which has no interchange at Highway 79 for any of the alternatives. This summary is based on the Impact Summary Matrix for Scenario 1 found on page 9 of this report.

- Of the eight alternatives under consideration, Alternative 6 is the best **overall**.

- In terms of **providing direct access to 23rd Street in Fremont from proposed US 30**, Alternatives 1 through 6 are equal and better than Alternatives 7 and 8.

- In terms of **maximizing traffic safety at Highway 79 and proposed US 30**, Alternatives 2 through 6 are equal and better than Alternatives 1, 7 and 8. Alternative 8 is the least desirable for this criterion.

- In terms of **minimizing the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes**, Alternative 4 is the best, followed by Alternative 3. Alternative 8 is the least desirable alternative for this criterion.

- In terms of **providing convenient access to Christiansen Business Park**, Alternatives 1 through 6 are equal and better than Alternatives 7 and 8.

- In terms of **allowing for the future expansion of North Bend**, Alternatives 7 and 8 are equal and best, followed closely by Alternatives 5 and 6. Alternative 1 allows for the least amount of future expansion of North Bend and, therefore, is the least desirable for this criterion.

US 30 – Schuyler to Fremont

Local Government Interest Group Report
Summary of Findings

Scenario 2 – Interchange at Hwy 79 for Alts. 7 & 8 Only

Below is a Summary of Findings for Scenario 2, which would provide an interchange at Highway 79 for Alternatives 7 & 8 only at some point in the future. An intersection would be provided for Alternatives 1 through 6. This summary is based on the Impact Summary Matrix for Scenario 2 found on page 10 of this report.

- Of the eight alternatives under consideration, Alternative 6 is the best **overall**.

- In terms of **providing direct access to 23rd Street in Fremont from proposed US 30**, Alternatives 1 through 6 are equal and better than Alternatives 7 and 8.

- In terms of **maximizing traffic safety at Highway 79 and proposed US 30**, Alternative 7 is best. Alternative 1 is the least desirable for this criterion.

- In terms of **minimizing the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes**, Alternative 4 is the best, followed by Alternative 3. Alternative 8 is the least desirable alternative for this criterion.

- In terms of **providing convenient access to Christiansen Business Park**, Alternatives 1 through 6 are equal and better than Alternatives 7 and 8.

- In terms of **allowing for the future expansion of North Bend**, Alternatives 7 and 8 are equal and best, followed closely by Alternatives 5 and 6. Alternative 1 allows for the least amount of future expansion of North Bend and, therefore, is the least desirable for this criterion.

US 30 – Schuyler to Fremont

Local Government Interest Group Report
Summary of Findings

Scenario 3 – Interchange at Hwy 79 for Alts. 2, 3, 4, 5, 6, 7 & 8

Below is a Summary of Findings for Scenario 3, which would provide an interchange at Highway 79 for Alternatives 2 through 8 at some point in the future. In this scenario, an interchange would be provided for Alternatives 2 through 6 *only* if access from the proposed alternatives to existing US 30 east and west of North Bend is eliminated. This in effect would cause all traffic coming to North Bend from the east and the west to enter North Bend from the north via Highway 79. Since an interchange for Alternative 1 would adversely impact the northern portion of North Bend, an intersection, not an interchange, would be provided for this alternative. This summary is based on the Impact Summary Matrix for Scenario 3 found on page 11 of this report.

- Of the eight alternatives under consideration, Alternative 6 is the best **overall** followed closely by Alternative 7.

- In terms of **providing direct access to 23rd Street in Fremont from proposed US 30**, Alternatives 1 through 6 are equal and better than Alternatives 7 and 8.

- In terms of **maximizing traffic safety at Highway 79 and proposed US 30**, Alternative 7 is the best, followed by Alternative 8. Alternatives 2 through 6 are equal and the least desirable for this criterion.

- In terms of **minimizing the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes**, Alternative 4 is the best, followed by Alternative 3. Alternative 8 is the least desirable alternative for this criterion.

- In terms of **providing convenient access to Christiansen Business Park**, Alternatives 1 through 6 are equal and better than Alternatives 7 and 8.

- In terms of **allowing for the future expansion of North Bend**, Alternatives 7 and 8 are equal and best, followed closely by Alternatives 5 and 6. Alternative 1 allows for the least amount of future expansion of North Bend and, therefore, is the least desirable for this criterion.

US 30 – Schuyler to Fremont

Local Government Interest Group Report
Criteria, Weights & Measures

Criterion	Weighted %	Measure
• Provide direct access to west 23rd Street (Fremont) from proposed US 30	26.0%	sum of two distance measures: the shortest path on a major route from the alternate to 1) the 1st intersection w/ impulse businesses along 23rd on the west side of Fremont; and 2) the intersection of Highway 77 and 23rd Street
• Maximize traffic safety at Highway 79 and proposed US 30	22.5%	number of conflicting traffic movements at Highway 79 and proposed US 30
• Minimize the number of highway miles relinquished to Dodge County for upkeep and maintenance to reduce impacts on local taxes	20.8%	number of miles of existing US 30 to be relinquished to Dodge County
• Provide convenient access to Christensen Business Park	19.1%	distance measure from the alternate to the Christensen Business Park along the most direct major route
• Allow for future expansion of North Bend	11.6%	number of acres of developable land between existing US 30 and the bypass of North Bend

US 30 - Schuyler to Fremont

Local Government Interest Group Measurements
Table of Raw Scores

Alternative Alignments	Criteria - Raw Scores						
	Direct Access to West 23rd St. from Proposed US 30 (Miles)	Traffic Safety at Hwy 79 & Proposed US 30 (Traffic Movements)		Existing US 30 Roadway Relinquishment (Miles)	Convenient Access to Christensen Business Park (Miles)	Economic Growth & Development Around Bypass of NB (Acres)	
		Intersection	Interchange*			Intersection	Interchange*
1	US 77/23rd St. 2.43 Impulse Bus. 23rd 1.35 Total Distance: 3.78	15,010,950	NA	10.13	1.43	229	NA
2	US 77/23rd St. 2.43 Impulse Bus. 23rd 1.35 Total Distance: 3.78	11,358,300	29,031,750	10.08	1.43	388	375
3	US 77/23rd St. 2.43 Impulse Bus. 23rd 1.35 Total Distance: 3.78	11,358,300	29,031,750	9.70	1.43	388	375
4	US 77/23rd St. 2.43 Impulse Bus. 23rd 1.35 Total Distance: 3.78	11,358,300	29,031,750	7.05	1.43	388	375
5	US 77/23rd St. 2.43 Impulse Bus. 23rd 1.35 Total Distance: 3.78	11,358,300	29,031,750	13.30	1.43	1134	1134
6	US 77/23rd St. 2.43 Impulse Bus. 23rd 1.35 Total Distance: 3.78	11,358,300	29,031,750	10.64	1.43	1134	1134
7	US 77/23rd St. 1.71 Impulse Bus. 23rd 2.29 Total Distance: 4.00	21,376,700	10,703,300	14.20	2.37	1138	1137
8	US 77/23rd St. 1.71 Impulse Bus. 23rd 2.29 Total Distance: 4.00	22,895,100	11,277,900	15.95	2.37	1138	1137

* Where an interchange is provided for Alternatives 2 through 6, access would not be provided from the proposed Alternatives to existing US 30 east and west of North Bend.

US 30 - Schuyler to Fremont

Local Government Interest Group Report
Alternative Preferences Comparison Chart

Alternative Alignment	Alternative Preferences		
	Scenario 1 No Interchange at Hwy 79	Scenario 2 Interchange at Hwy 79 for Alts. 7 & 8 Only	Scenario 3 Interchange at Hwy 79 for Alts 2, 3, 4, 5, 6, 7 & 8*
1	6 (13.6)	8 (14.3)	6 (12.5)
2	5 (11.6)	4 (12.1)	8 (13.0)
3	4 (11.5)	5 (12.0)	7 (12.9)
4	2 (10.9)	2 (11.4)	3 (12.3)
5	3 (11.0)	3 (11.5)	4/5 (12.4)
6	1 (10.4)	1 (10.9)	1 (11.8)
7	7 (14.7)	6 (13.2)	2 (11.9)
8	8 (15.4)	7 (13.7)	4/5 (12.4)

X y = Best X y = Worst

X = Ranking
y = Alternative Preference Score (low scores are better)

* Alternatives 2 through 6 would not provide access to existing US 30 east or west of North Bend.

US 30 - SCHUYLER TO FREMONT

LOCAL GOVERNMENT INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 1 - NO INTERCHANGE AT HIGHWAY 79

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)					ALTERNATIVE PREFERENCE SCORE ②
	ACCESS TO 23RD ST FROM PROPOSED US30 (26.0%)	MAXIMIZE TRAFFIC SAFETY (22.5%)	MAINTAIN EXISTING US30 (20.8%)	ACCESS TO CHRISTENSEN BUSINESS PARK (19.1%)	ECONOMIC GROWTH OF NORTH BEND BYPASS ① (11.6%)	
1						
RAW SCORE	3.78	15,010,950	10.13	1.43	229	
RELATIVE IMPACT SCORE	12.3	12.9	11.1	10.7	28.0	
WEIGHTED IMPACT SCORE	3.2	2.9	2.3	2.0	3.2	13.6
2						
RAW SCORE	3.78	11,358,300	10.08	1.43	388	
RELATIVE IMPACT SCORE	12.3	9.8	11.1	10.7	16.5	
WEIGHTED IMPACT SCORE	3.2	2.2	2.3	2.0	1.9	11.6
3						
RAW SCORE	3.78	11,358,300	9.70	1.43	388	
RELATIVE IMPACT SCORE	12.3	9.8	10.7	10.7	16.5	
WEIGHTED IMPACT SCORE	3.2	2.2	2.2	2.0	1.9	11.5
4						
RAW SCORE	3.78	11,358,300	7.05	1.43	388	
RELATIVE IMPACT SCORE	12.3	9.8	7.7	10.7	16.5	
WEIGHTED IMPACT SCORE	3.2	2.2	1.6	2.0	1.9	10.9
5						
RAW SCORE	3.78	11,358,300	13.30	1.43	1,134	
RELATIVE IMPACT SCORE	12.3	9.8	14.6	10.7	5.6	
WEIGHTED IMPACT SCORE	3.2	2.2	3.0	2.0	0.6	11.0
6						
RAW SCORE	3.78	11,358,300	10.64	1.43	1,134	
RELATIVE IMPACT SCORE	12.3	9.8	11.7	10.7	5.6	
WEIGHTED IMPACT SCORE	3.2	2.2	2.4	2.0	0.6	10.4
7						
RAW SCORE	4.00	21,376,700	14.20	2.37	1,138	
RELATIVE IMPACT SCORE	13.0	18.4	15.6	17.8	5.6	
WEIGHTED IMPACT SCORE	3.4	4.1	3.2	3.4	0.6	14.7
8						
RAW SCORE	4.00	22,895,100	15.95	2.37	1,138	
RELATIVE IMPACT SCORE	13.0	19.7	17.5	17.8	5.6	
WEIGHTED IMPACT SCORE	3.4	4.4	3.6	3.4	0.6	15.4
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**26.0**	**22.5**	**20.8**	**19.1**	**11.6**	**99**

Notes: Total scores may vary due to rounding.

① For this criterion the reciprocal of the raw scores are used to maintain the same "direction" of impacts (so that "negative" is always a larger number).

② The best alternative preference score is the lowest score.

US 30 - SCHUYLER TO FREMONT

LOCAL GOVERNMENT INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 2 - INTERCHANGE AT HIGHWAY 79 FOR ALTS. 7 & 8 ONLY

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)					ALTERNATIVE PREFERENCE SCORE ②
	ACCESS TO 23RD ST FROM PROPOSED US30 (26.0%)	MAXIMIZE TRAFFIC SAFETY (22.5%)	MAINTAIN EXISTING US30 (20.8%)	ACCESS TO CHRISTENSEN BUSINESS PARK (19.1%)	ECONOMIC GROWTH OF NORTH BEND BYPASS ① (11.6%)	
1						
RAW SCORE	3.78	15,010,950	10.13	1.43	229	
RELATIVE IMPACT SCORE	12.3	16.0	11.1	10.7	28.0	
WEIGHTED IMPACT SCORE	3.2	3.6	2.3	2.0	3.2	14.3
2						
RAW SCORE	3.78	11,358,300	10.08	1.43	388	
RELATIVE IMPACT SCORE	12.3	12.1	11.1	10.7	16.5	
WEIGHTED IMPACT SCORE	3.2	2.7	2.3	2.0	1.9	12.1
3						
RAW SCORE	3.78	11,358,300	9.70	1.43	388	
RELATIVE IMPACT SCORE	12.3	12.1	10.7	10.7	16.5	
WEIGHTED IMPACT SCORE	3.2	2.7	2.2	2.0	1.9	12.0
4						
RAW SCORE	3.78	11,358,300	7.05	1.43	388	
RELATIVE IMPACT SCORE	12.3	12.1	7.7	10.7	16.5	
WEIGHTED IMPACT SCORE	3.2	2.7	1.6	2.0	1.9	11.4
5						
RAW SCORE	3.78	11,358,300	13.30	1.43	1,134	
RELATIVE IMPACT SCORE	12.3	12.1	14.6	10.7	5.6	
WEIGHTED IMPACT SCORE	3.2	2.7	3.0	2.0	0.6	11.5
6						
RAW SCORE	3.78	11,358,300	10.64	1.43	1,134	
RELATIVE IMPACT SCORE	12.3	12.1	11.7	10.7	5.6	
WEIGHTED IMPACT SCORE	3.2	2.7	2.4	2.0	0.6	10.9
7						
RAW SCORE	4.00	10,703,300	14.20	2.37	1,137	
RELATIVE IMPACT SCORE	13.0	11.4	15.6	17.8	5.6	
WEIGHTED IMPACT SCORE	3.4	2.6	3.2	3.4	0.6	13.2
8						
RAW SCORE	4.00	11,277,900	15.95	2.37	1,137	
RELATIVE IMPACT SCORE	13.0	12.0	17.5	17.8	5.6	
WEIGHTED IMPACT SCORE	3.4	2.7	3.6	3.4	0.6	13.7
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**26.0**	**22.5**	**20.8**	**19.1**	**11.6**	**99**

Notes: Total scores may vary due to rounding.

① For this criterion the reciprocal of the raw scores are used to maintain the same "direction" of impacts (so that "negative" is always a larger number).

② The best alternative preference score is the lowest score.

US 30 - SCHUYLER TO FREMONT

LOCAL GOVERNMENT INTEREST GROUP REPORT
IMPACTS SUMMARY MATRIX

SCENARIO 3 - INTERCHANGE AT HIGHWAY 79 FOR ALTS. 2, 3, 4, 5, 6, 7 & 8*

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)					ALTERNATIVE PREFERENCE SCORE ②
	ACCESS TO 23RD ST FROM PROPOSED US30 (26.0%)	MAXIMIZE TRAFFIC SAFETY (22.5%)	MAINTAIN EXISTING US30 (20.8%)	ACCESS TO CHRISTENSEN BUSINESS PARK (19.1%)	ECONOMIC GROWTH OF NORTH BEND BYPASS ① (11.6%)	
1						
RAW SCORE	3.78	15,010,950	10.13	1.43	229	
RELATIVE IMPACT SCORE	12.3	8.2	11.1	10.7	27.5	
WEIGHTED IMPACT SCORE	3.2	1.8	2.3	2.0	3.2	12.5
2						
RAW SCORE	3.78	29,031,750	10.08	1.43	375	
RELATIVE IMPACT SCORE	12.3	15.9	11.1	10.7	16.8	
WEIGHTED IMPACT SCORE	3.2	3.6	2.3	2.0	1.9	13.0
3						
RAW SCORE	3.78	29,031,750	9.70	1.43	375	
RELATIVE IMPACT SCORE	12.3	15.9	10.7	10.7	16.8	
WEIGHTED IMPACT SCORE	3.2	3.6	2.2	2.0	1.9	12.9
4						
RAW SCORE	3.78	29,031,750	7.05	1.43	375	
RELATIVE IMPACT SCORE	12.3	15.9	7.7	10.7	16.8	
WEIGHTED IMPACT SCORE	3.2	3.6	1.6	2.0	1.9	12.3
5						
RAW SCORE	3.78	29,031,750	13.30	1.43	1,134	
RELATIVE IMPACT SCORE	12.3	15.9	14.6	10.7	5.5	
WEIGHTED IMPACT SCORE	3.2	3.6	3.0	2.0	0.6	12.4
6						
RAW SCORE	3.78	29,031,750	10.64	1.43	1,134	
RELATIVE IMPACT SCORE	12.3	15.9	11.7	10.7	5.5	
WEIGHTED IMPACT SCORE	3.2	3.6	2.4	2.0	0.6	11.8
7						
RAW SCORE	4.00	10,703,300	14.20	2.37	1,137	
RELATIVE IMPACT SCORE	13.0	5.9	15.6	17.8	5.5	
WEIGHTED IMPACT SCORE	3.4	1.3	3.2	3.4	0.6	11.9
8						
RAW SCORE	4.00	11,277,900	15.95	2.37	1,137	
RELATIVE IMPACT SCORE	13.0	6.2	17.5	17.8	5.5	
WEIGHTED IMPACT SCORE	3.4	1.4	3.6	3.4	0.6	12.4
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	**26.0**	**22.5**	**20.8**	**19.1**	**11.6**	**99**

Notes: Total scores may vary due to rounding.

* Alternatives 2 through 6 would not provide access to existing US 30 east or west of North Bend.

① For this criterion the reciprocal of the raw scores are used to maintain the same "direction" of impacts (so that "negative" is always a larger number)

② The best alternative preference score is the lowest score